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UNITED STATES OF AMERICA.



A

GUIDE

BETWEEN

WASHINGTON, BALTIMORE, PHILADELPHIA,
NEW YORK AND BOSTON:

CONTAINING

A DESCRIPTION OF THE PRINCIPAL PLACES; RAILROAD
AND STEAMBOAT ROUTES; TABLES OF
DISTANCES, ETC.

ALSO,

ROUTES OF TRAVEL

FROM BOSTON TO BUFFALO, AND FROM NEW
YORK TO MONTREAL.

NEW YORK:

PUBLISHED BY J. DISTURNELL,
102 BROADWAY,
Between Pine and Wall streets.

JUNE, 1846.

11



Entered according to the Act of Congress, in the year 1845,
By JOHN DISTURNELL,
In the Clerk's Office of the District Court for the Southern District of
New York.

159

CAUTION TO BOOKSELLERS, &c.

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TO THE TRAVELLING PUBLIC.

THIS Work is prepared and published, with the hope that it may be found useful in conveying to the TRAVELLER, correct information in regard to the times, starting-points, fare, &c., of the different *Railroad* and *Steamboat Lines*, leaving the cities of Boston, New York, Philadelphia, Baltimore, and Washington ; forming together a route which may be called the *great artery*, or thoroughfare, of the principal political, commercial, and pleasure-seeking travel and intercourse of the Union.

The Lines of Railroads, in connection with Lines of Steamboats, have so increased, and are likely so to increase, in number and importance, that the travelling public, and the business community generally, require new and detailed information respecting them, at shorter intervals than formerly. To obtain this end, but small editions of this work will be published at a time, in hopes of making it, if favorably received, more full and useful in future editions.

The Tables contained in this edition, have been prepared with the assistance of several agents of Railroad Companies and Steamboat proprietors ; and the information may be depended upon as being authentic,—subject, however, to change, both in-rates of fare and times of leaving, at different seasons, which can be noted on the margin of this Guide.

The Publisher would feel much obliged, if persons possessing information in regard to new arrangements, or additional routes of travel, would communicate the same to him, by letter, or otherwise.

☞ This work will hereafter appear semi-annually, giving the Winter and Summer Arrangements.

RAILROAD AND STEAMBOAT ROUTES.

RAILROAD ROUTE

BETWEEN THE CITIES OF WASHINGTON, BALTI-
MORE, PHILADELPHIA, NEW YORK,
AND BOSTON.

Giving the Distances, Time, and Fare, as charged in 1846.

Leaving Washington at 6 o'clock, A. M.

STOPPING PLACES.	Miles.	Time.	Fare.
Washington to Baltimore,	40	2½ hours	\$1 00
Stop at Baltimore,		½ "	
Baltimore to Philadelphia,	97	6 "	3 00
Stop at Philadelphia,		1½ "	
Philadelphia to New York,	88	5 "	4 00
Stop at New York,		9½ "	
New York to Boston, via Long Island and Norwich,...	238	10½ "	3 00
Total miles, &c.	463	35½ hours	\$11 60

RAILROAD AND STEAMBOAT ROUTE

BETWEEN THE CITIES OF BOSTON AND WASH-
INGTON.

Leaving Boston at 5 o'clock, P. M.

STOPPING PLACES.	Miles.	Time.	Fare.
Boston to New York, via Stonington,	214	13½ hours	\$3 00
New York to Philadelphia, via Camden & Amboy Railroad..	90	6 "	3 00
Stop in Philadelphia,		2 "	
Philadelphia to Baltimore, via Delaware & Chesapeake Bays	115	8 "	3 00
Baltimore to Washington,	40	2½ "	1 60
Total miles, &c.	459	32 hours	\$10 60

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TO SOUTHERN TRAVELLERS.

SUMMER ARRANGEMENT, 1846.

DAILY LINE FOR THE SOUTH,

(EXCEPT SUNDAYS,)

Carrying the great Central U. S. Mail,

By the well-known routes, via Chesapeake Bay, City Point, Petersburg, Weldon, Wilmington, to Charleston, S. C.

SCHEDULE.

Leaving Spear's Wharf, Baltimore, daily, (except Sundays,) at 4 P. M., in the **GEORGIA**, Capt. Cannon, or **HERALD**, Capt. Russell, or **JEWESS**, Capt. Sutton, and arriving in Norfolk the next morning, after a comfortable night's sleep, at 6 o'clock, A. M. Thence up James River, with its beautiful scenery, in daylight, in the steamboat **CURTIS PECK**, Capt. Davis, or **ALICE**, Capt. Skinner, to City Point Railroad, (all the above boats and road being now in good order, under the command of skilful and polite commanders;) to Petersburg, Va., (two hours ahead of the route via Washington,) where the two lines amalgamate; thence to Weldon and Wilmington, N. C., by railroad; thence by steamboat to Charleston, S. C., and thence by continuous lines to New Orleans,—by far the most pleasant and shortest route to the far South.

☞ Passengers for Richmond, Raleigh, Fayetteville, Lynchburg, and to the West, will find this the most comfortable and the cheapest route.

Returning, leaves Norfolk daily, (except Sundays,) at 4 P. M., arriving in Baltimore the next morning in time for the eastern, western, and southern routes.

FARE REDUCED.

Between Baltimore and Norfolk, or Portsmouth	\$ 6 00
“ “ Richmond, or Petersburg, Va.	6 00
“ “ Weldon, N. C.	9 00
“ “ Charleston, S. C. (through tickets)....	21 00

(Meals on bay and river boats included.)

SUMMER ARRANGEMENT—1846

GREAT SOUTHERN MAIL LINE,

Running from BALTIMORE, through Washington, D. C., Richmond, Va., Weldon and Wilmington, N. C., and Charleston, S. C., direct to MOBILE and NEW ORLEANS.

1. *Baltimore to Richmond, Va.*, (mail line,) 168 miles; time, 10½ hours; fare, \$6.60.

2. *Richmond to Wilmington, N. C.*, (railroad route,) 252 miles; time, 21 hours; fare, from Baltimore, \$15.

3. *Wilmington to Charleston, S. C.*, (steamboat route,) 175 miles; time, 16 hours; fare, from Baltimore, \$21.

4. *Charleston to Augusta, Ga.*, (railroad route,) 137 miles; time, 8 hours; fare, \$6.

There is another route from Charleston to Montgomery, Ala., via Savannah, Macon, and Columbus, Ga., embracing steamboat, (110 miles,) railroad, (190 miles,) and stage travel, (176 miles.)

5. *Augusta to Atlanta, Ga.*, (railroad route,) 172 miles; time, 12 hours; fare, \$6.50.

6. *Atlanta to Chehaw, Ala.*, (express stage line,) 136 miles; time, 24 hours; fare, \$12.

7. *Chehaw to Montgomery, Ala.*, (railroad,) 45 miles; time, 3 hours; fare, \$2.

8. *Montgomery to Mobile*, (mail stage line,) 200 miles; time, 36 hours; fare, \$10.

Steamboats are running most of the year on the Alabama river, between Montgomery and Mobile. Distance by water, 400 miles; usual time, 48 hours; fare, \$5.

9. *Mobile to New Orleans*, (steamboat route,) 175 miles; time, 16 hours; fare, \$5.

Total Distance from BALTIMORE to NEW ORLEANS, by the most direct route, 1460 miles; usual time, 6 to 7 days; fare, from Baltimore to New Orleans, (through passengers by stage from Montgomery to Mobile,) \$62.50.

☞ Three daily Stage Lines run between Atlanta and Chehaw.

G U I D E

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA, NEW YORK, AND BOSTON.

THE CITY OF WASHINGTON,

The seat of government of the United States, is on the left bank of the river Potomac, in latitude $38^{\circ} 53'$ north ; being 40 miles from Baltimore, 137 from Philadelphia, and 225 miles from New York, by one continuous line of railroads.

In 1790, Congress passed "An act for establishing the temporary and permanent seat of the Government of the United States," directing the new location to be styled, THE DISTRICT OF COLUMBIA. Pursuant to this act, Gen. Washington, as President, selected this site for the seat of the Federal Government, and had the city laid out on a magnificent plan, suitable for the capital of a great and powerful nation.

In 1800, Congress for the first time took up its permanent abode in the new district ; and in May, 1802, Washington was incorporated as a city, being governed by a Mayor and Board of Aldermen. It now contains a population of about 30,000 inhabitants, and many splendid edifices.

The avenues and streets are wide and airy, many of them lined with stores and commodious dwellings, and ornamented with beautiful shade-trees. The Avenues are named after the different states of the Union, and are from 120 to 160 feet wide ; the other streets are from 70 to 110 feet wide. The ground on which the city is built, rises with a gentle acclivity from the river to the height of 50 to 100 feet above the tide waters of the Potomac. Only a small part of the extensive plan, however, is yet covered with buildings.

The business of the city is principally confined to Pennsylvania Avenue, between the Capitol and the President's

House. Omnibuses and other carriages are always to be found on this street, offering a convenient mode of conveyance between the distant points of the city.

On the first arrival of the stranger at the city of Washington, the fine situation and grand proportions of the Capitol of the Union, strike him with admiration. Its dome, rising to the height of 230 feet above the tide waters of the Potomac, presents from its top a magnificent prospect, embracing the whole of the District of Columbia, an area of 10 miles square, and a large additional tract of the surrounding country, with the meanderings of the river, and the Chesapeake and Ohio Canal.

PUBLIC BUILDINGS

THE CAPITOL OF THE UNITED STATES is a lofty and commanding edifice, surrounded by beautiful grounds of about 22 acres in extent, the whole enclosed by a substantial iron fence. The building alone covers upwards of an acre and a half, and was finished in 1827, at a total cost of \$1,746,718. The interior finish is in many respects gorgeous and well adapted for public purposes.

THE PRESIDENT'S HOUSE, one mile west of the Capitol, is an object of interest, and a place of great resort both for strangers visiting the metropolis, and for politicians. The mansion is 170 feet front, 86 feet deep, and two stories high, constructed of white freestone, with Ionic pilasters. It is surrounded by twenty acres of ground, laid out with taste, and planted in part with forest trees and shrubbery.

THE TREASURY BUILDING, located on Fifteenth street and Pennsylvania Avenue, is a noble structure, 457 feet long. The colonnade in front is very imposing, being the entire length of the building, consisting of thirty-one large fluted columns, in the style of the temple of Minerva Polios, at Athens.

The buildings devoted to the Departments of State, War, and the Navy, are but indifferent edifices, built of brick. They stand near the President's House, at convenient distances apart for all business purposes. The rooms of the several Secretaries, and other officers, are furnished plainly, but with appropriate neatness.

THE GENERAL POST OFFICE is a beautiful marble building, of the Corinthian style of architecture. It contains eighty rooms, and is well arranged for the purposes of the Depart-

ment. It stands on E street, about equidistant from the Capitol and the President's House.

The PATENT OFFICE has become the most interesting depository in the Union. The building stands on F street, and is 280 feet long, 70 feet deep, and two stories high, with a basement. The first floor and basement contain each one large room, for models, and eight smaller ones, for offices, &c.

The upper floor, in one room, 275 feet by 65, is occupied by the "National Institution for the Promotion of Science." This is considered one of the most splendid rooms in America, and now contains an array of choice specimens of art and curiosities of nature, unrivalled on the continent. The noble collection contributed by the South Sea Exploring Expedition, alone constitutes a powerful attraction,—all of which is thrown open to the public free of charge.

The GREEN-HOUSE, in the rear of the above building, also attracts great attention, and is well worth visiting.

The models of mechanical genius and art, and the natural curiosities here deposited, in the same building, together with the statuary and paintings in the rotunda of the Capitol, alone render Washington a place of great interest at all seasons of the year.

The UNITED STATES OBSERVATORY, situated on an eminence, about one mile west of the President's House, near Georgetown, is well worthy of a visit. From the top is afforded a view of great extent and interest, embracing the city of Washington, Georgetown, the Potomac river, and the surrounding country for many miles.

The UNITED STATES NAVY YARD, about one mile east of the Capitol, is a place of much national interest and importance, where may usually be seen armed vessels of a large class.

The WASHINGTON ARSENAL stands on Greenleaf's Point, one mile south of the Capitol. It is on a commanding position, occupying a tract of land about a quarter of a mile square, being surrounded by water on three sides, presenting a fine appearance from the river and adjoining shores. Here are located several buildings for the use of the officers and soldiers; magazines, storehouses, and workshops.

The other public buildings are, the CITY HALL, JAIL, PENITENTIARY, and four MARKETS.

COLUMBIAN COLLEGE,

Incorporated in 1821, by an act of Congress, is delightfully situated on the high range of ground north of the President's House. The buildings are, a college edifice of five stories, including the basement and attic; two dwelling-houses, for Professors, and a philosophical hall—all of brick.

ROMAN CATHOLIC COLLEGE,

Georgetown, which lies contiguous to Washington, is the seat of the ancient college belonging to the Catholics, under the direction of the Jesuits; who have here also a nunnery, and other seminaries of learning.

CHURCHES.

There are 30 churches in Washington, most of which are plain edifices, as follows:—5 Episcopal, 4 Baptist, 4 Presbyterian, 6 Methodist, 3 Roman Catholic, 2 Lutheran, 1 Unitarian, 1 Friends' Meeting-house, and 4 African churches.

PRINCIPAL HOTELS IN WASHINGTON.

	<i>Proprietors.</i>	<i>Location.</i>
City Hotel,	A. Fuller & Co.,	Pennsyl. Av. cor. 14th st.
European Hotel,	Mrs. Gallabrun,	" " bet. 14th & 15th sts.
Gadsby's Hotel,	Wm. Gadsby,	" " cor. 3d st.
Indian Queen,	J. Brown,	" " bet. 6th & 7th sts.
National Hotel,	S. S. Coleman,	" " cor. 6th st.
Temperance House,	Mr. Beers,	3d st., near Pennsyl. Av.
United States Hotel,	James H. Birch,	Pennsyl. Av., near 3d st.

In addition to the above, there are several well-kept private boarding-houses, all of which are thronged during the session of Congress.

CARRIAGE FARE IN WASHINGTON.

For each and every passenger, for any distance not over $1\frac{1}{2}$ miles,	25 cts.
For any distance over $1\frac{1}{2}$ miles, and not exceeding 3 miles,	50 "
OMNIBUS FARE, from the Capitol to Georgetown,	$12\frac{1}{2}$ "

VICINITY OF WASHINGTON.

GEORGETOWN, situated three miles west of the Capitol, is at the head of navigation on the Potomac river, and is a port of entry, where centres a large amount of business. It contained, in 1840, 7,712 inhabitants. Many members of Congress, and others, connected with the government, reside here, it being of easy access, by means of carriages and omnibuses. The *Heights of Georgetown* are well worth visiting. From this eminence can be seen the cities of Georgetown and Washington—the Potomac river, and the Chesapeake and Ohio canal,—the aqueduct and the bridge across the river,—and the surrounding country.

ALEXANDRIA, situated on the south bank of the Potomac, seven miles south of the Capitol, and about 180 miles from the ocean, is an old and interesting city, and a place of considerable trade. The population in 1840, was 8,459. Here Gen. Braddock, in 1755, organized his army for the west; and here WASHINGTON, the father of the future republic, not only made himself distinguished, in his early years, but circumstances of a peculiar nature produced a mutual attachment, which led him to say, in writing from Yorktown, that, "Amidst all the vicissitudes of time and fortune, he should ever regard with particular affection, the citizens and inhabitants of Alexandria." The Museum at this place is well worthy attention, as it contains many personal relics of Gen. Washington, as well as a large and valuable collection of specimens in natural history.

A steamboat runs several times daily between Washington and Alexandria—fare 12½ cents,—affording a delightful excursion in pleasant weather.

MOUNT VERNON, eight miles below Alexandria, on the Virginia side of the Potomac, is a spot that will always be held in veneration by the American public, as being the favorite place of residence of Washington, while living, and as now containing his remains, which are here entombed. This spot ought to belong to the nation, and be so regulated, that all admirers of noble deeds, and pure and lofty principles, might here perform a pilgrimage.

RAILROAD ROUTE

BETWEEN WASHINGTON AND NEW YORK.

WASHINGTON BRANCH RAILROAD,	32 miles
BALTIMORE AND OHIO " from Junction to Baltimore,	8 "
PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,	97 "
PHILADELPHIA AND TRENTON do.	28 "
NEW BRUNSWICK AND TRENTON do.	29 "
NEW JERSEY do., (N. Brunswick to Jersey City,)	30 "
Jersey City Ferry,	1 "
Total,	<hr/> 225 "

On leaving Washington for Baltimore, by railroad, a distance of 40 miles, (fare \$1.60,) the cars start from the depot near the Capitol, and run in a northeasterly direction to

BLADENSBURG, Md., 6 miles. This is an ancient place, on the eastern branch of the Potomac. It is celebrated as the scene of an engagement, during the last war with Great Britain, in which the Americans being defeated and dispersed, the enemy marched on to Washington, which fell into their hands.

The ANNAPOLIS RAILROAD commences 20 miles from Washington, and diverges easterly to Annapolis, the capital of the state of Maryland, which is about 40 miles, by railroad, from Washington and Baltimore.

ELKRIDGE LANDING, 11 miles farther, is an old settlement, situated on the south bank of the Patapsco river. The *viaduct* which crosses the river near this place, and sustains the railroad track, is a splendid piece of masonry.

The RELAY HOUSE, 32 miles from Washington, and 8 from Baltimore, stands at the point where diverges the branch railroad to the former place. The main track of the *Baltimore and Ohio Railroad*, which is finished to Cumberland, a distance of 178 miles, is now passed over in going to Baltimore. At the *Depot* in Pratt street, the terminus of the great work above named, commences the railroad to Philadelphia, a distance of 97 miles.

BALTIMORE,

The principal city of Maryland, and the third in population in the Union, is advantageously situated upon the northwest branch of the Patapsco river, about 14 miles from the entrance of the main branch into Chesapeake bay. The harbor is safe and capacious, of a depth sufficient to float ships of the largest class. This place was first settled in 1729, when it took the name of BALTIMORE, "in compliment to the Proprietary, whose ancestor took the title of Baron from a seaport of the same name in Ireland." In 1796, a city charter was granted by the legislature of the state; it then contained about 20,000 inhabitants. In 1840, the population of the city was 102,513.

The rapid growth of Baltimore in wealth and numbers, has been principally owing to its great natural advantages, and the enterprise of its inhabitants. It is about 200 miles from the ocean, and 300 miles from the navigable waters of the Ohio river,—this being the most accessible point of communication between the seaboard and the great valley of the Mississippi. The completion of the *Baltimore and Ohio Railroad* will always secure to this place a fair proportion of the trade of the west. The streets are mostly laid out at right angles, and the public buildings, stores, and dwellings are principally constructed of brick, in a neat and durable style. This place is noted for its monuments and shot-towers, which rise to a great height. Here also are constructed some of the finest and fastest sailing vessels that bear the American flag,—the "Baltimore Clippers" being admired by all naval architects. This is a great mart for all kinds of West India goods, lumber, wheat, and tobacco, the latter articles being exported in large quantities.

FORT M'HENRY, situated on a point of land 2 miles below the centre of the city, is a strong fortification.

PRINCIPAL HOTELS IN BALTIMORE.

*Proprietors.**Location.*

City Hotel,	Barnum & M'Laughlin,	Monum't Sq. Calvert st.
Eutaw House,	Jackson & Cranston,	Eutaw, cor. Baltimore st.
Exchange Hotel,	D. Dorsey,	Water st.
Fountain Hotel,	Dix & Fogg,	Light st.
Globe Hotel,	Jacob Bohn,	Baltimore st.
Merchants' Hotel,	Hopkins & Field,	Charles st.
National Hotel,	J. Stockbridge, jr.,	Pratt st.
United States Hotel,	Mrs. Bradshaw,	" "
Washington House,	H. Habbersatt,	" "
Wheatfield Inn,	J. M'Intosh,	Howard st.

DISTANCES, FARE, &c.**ON RAILROAD FROM BALTIMORE TO WASHINGTON.**

BALTIMORE AND OHIO RAILROAD, 8 miles.
 WASHINGTON BRANCH " 32 "

Passengers leave Baltimore from Depot in Pratt st.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Wash	Fare.
Cars leave Baltimore at 6½ o'clock, A. M., & 5 P. M.	BALTIMORE,	0	0	40	
	Relay House,	8	8	32	
	Annapolis Junction	11	19	21	
	Beltsville,	9	28	12	
Leave Washington at 6 o'clock, A. M. and 5½ P. M.	Bladensburg,	6	34	6	
	WASHINGTON,	6	40	0	\$1 60

Usual time from Baltimore to Washington, 2 hours.

RAILROAD ROUTE TO ANNAPOLIS.

The ANNAPOLIS RAILROAD, 21 miles, extends from the Washington Branch to Annapolis. Passengers are conveyed to the latter place from Baltimore and Washington, by the train of cars running between the two places, stopping at the Junction. Distance from Baltimore and Washington to Annapolis, 41 miles. Fare \$1.50.

**RAILROAD ROUTE
FROM BALTIMORE TO CUMBERLAND.**

BALTIMORE AND OHIO RAILROAD, (finished,) . 178 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Cumb.
Passenger cars leave Baltimore, from Pratt st. Depot, at 7½ A. M., daily.	BALTIMORE,	0	0	178
	Relay House,	8	8	170
	Avalon,	1	9	169
	Hechester,	3	12	166
	Ellicott's Mills, . . .	2	14	164
RETURNING,	Elysiville,	6	20	158
Cars leave Cumberland at 8 A. M., Hancock, 10½ A. M., Martinsburg, 11½ A. M., Harper's Ferry, 12½, and Frederick, 2 P. M.	Putney's Bridge, . .	3	23	155
	Woodstock,	1	24	154
	Marriottsville, . . .	4	28	150
	Sykesville,	3	31	147
	Hood's Mills,	3	34	144
	Woodbine,	3	37	141
	Mount Airy,	6	43	135

An extra train leaves Baltimore for Frederick at 4 P. M.		STOPPING PLACES.	Miles.	From Balt.	From Cumb.	Fare from Balt.
RETURNING, Leaves Frederick at 8 A. M.						\$ cts.
		Monrovia,	6	49	129	
		Ijamsville,	4	53	125	
		Reel's Mill,	4	57	121	
		Frederick,	4	61	117	2 50
		Doup's Switch, ...	4	65	113	
		Point of Rocks, ...	4	69	109	
		Catoctin Switch, ..	2	71	107	
		Berlin,	4	75	103	
		Knoxville,	3	78	100	
		Harper's Ferry, ...	3	81	97	3 31
		Duffield's,	6	87	91	
		Leetown Road, ...	3	90	88	
		Kerneysville,	2	92	86	
		Dake's,	4	96	82	
		Martinsburg,	4	100	78	4 00
		Tabb's,	3	103	75	
		Hedgesville Depot,	4	107	71	
		Back Creek Bridge.	4	111	67	
		Licking Water Station,	5	116	62	
		Hancock,	7	123	55	5 00
		St. John's Run, ...	5	128	50	
		Great Cacapon, ...	4	132	46	
		Rockwell's Run, ..	7	139	39	
		Doe Gulley Tunnel	2	141	37	
		Water Station,	9	150	28	
		Paw-paw Tunnel, ..	3	153	25	
		Little Cacapon, ...	4	157	21	
		Green Spring Run,	7	164	14	
		Patterson's Creek, ..	6	170	8	
		CUMBERLAND,	8	178	0	7 00

Usual time from Baltimore to Cumberland, 9½ hours.

WINCHESTER AND POTOMAC RAILROAD, 32 miles, extends from Harper's Ferry, on the Potomac river, to Winchester, Va.

Distance from Baltimore to Winchester, Va., by railroad, 113 miles. Usual time, 6½ hours. Fare, \$5.31.

ROUTES FROM CUMBERLAND TO THE OHIO RIVER.

Stage route, from Cumberland to Brownsville, Pa., 72 m'ls.

Steamboat route, from Brownsville to Pittsburg, 40 "

Usual time from Baltimore to Pittsburg, 34 hours. Fare, \$10. Distance, 290 miles.

Stage route, from Cumberland to Wheeling, Va., via National Road, 130 miles. Usual time from Baltimore to Wheeling, 36 hours. Fare, \$11. Distance, 308 miles.

RAILROAD ROUTE FROM BALTIMORE TO COLUMBIA, PENN.

BALTIMORE AND SUSQUEHANNA RAILROAD, .	36 miles.
YORK AND MARYLAND LINE " .	21 "
WRIGHTSVILLE, YORK, & GETTYSBURG do. .	13 "

The cars of the Baltimore and Susquehanna Railroad Co. run on the whole route, connecting, at Columbia, with those on the Philadelphia and Columbia Railroad.

Ticket office, 63 North st., Baltimore.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Balt.	From Col'a	Fare from Balt.
					\$ cts.
Cars leave Baltimore at 9 A. M. daily, Sundays excepted, and arrive at Columbia by 2½ P. M.	BALTIMORE.....	0	0	71	
A train leaves for Parkton at 3½ P. M.	Woodberry.....	3½	3½	67½	12½
	Melvale.....	1	4½	66½	12½
	Washingt'n Fact'y	1½	6	65	15
	Relay House.....	1	7	64	20
	Rider's Lane.....	2½	9½	61½	25
	Timonium.....	2½	12	59	30
	Clark's.....	1½	13½	57½	35
RETURNING,	Cockeysville.....	1½	15	56	40
Cars leave Columbia at 20 min. before 2 P. M. daily, Sundays excepted, and arrive at Baltimore by 7 o'clock.	Ashland.....	1	16	55	45
A train leaves Parkton for Baltimore at 6 A. M.	Westerman's.....	2	18	53	50
	Love's.....	2½	20½	50½	55
	Monkton Mills....	2½	23	48	60
	Whitehall.....	3½	26½	44½	70
	Parkton.....	2	28½	42½	75
	Freeland's.....	5½	34	37	90
	Summit.....	2	36	35	1 00
	Strasburg.....	2½	38½	32½	1 05
	Heathcote's.....	3½	42	29	1 10
	Smyser's.....	5	47	24	1 20
	Glatfelters.....	2½	49½	21½	1 30
	Tunnel.....	1	50½	20½	1 35
	YORK.....	6½	57	14	1 50
	Hoover's.....	7	64	7	1 75
	Wrightsville.....	6	70	1	2 00
	COLUMBIA.....	1	71	0	2 12½

Usual time from Baltimore to Columbia, including stoppages, 5 hours.

From Columbia to Philadelphia, by railroad, .	82 miles.
" Columbia to Lancaster, " .	12 "
" Lancaster to Harrisburg, " .	36 "
" York to Harrisburg, by stage, .	26 "

ROUTES BETWEEN BALTIMORE & PHILADELPHIA.

The traveller, during the season of navigation, has a choice of three lines between Baltimore and Philadelphia; first, by steamboat and railroad route, passing through Chesapeake bay, and crossing the state of Delaware, from Frenchtown to New Castle, 16 miles, by railroad,—thence up the Delaware river to Philadelphia; second, by one continuous line of railroad, starting from the depot in Pratt st., Baltimore, and crossing the Susquehanna river at Havre de Grace by a steam ferry,—thence continuing through the states of Maryland and Delaware, into Pennsylvania, crossing the Schuylkill river at Gray's Ferry, 3 miles from the depot in Market st., Philadelphia; or, via the Baltimore and Susquehanna and the Columbia Railroads.

STEAMBOAT ROUTE**BETWEEN BALTIMORE AND NORFOLK, VA.**

A line of steamboats leave Spears's wharf, Baltimore, at 4 o'clock, P. M., daily, Sundays excepted, for Norfolk, Va., running through Chesapeake bay.

From Norfolk passengers are conveyed by steamboat up James river to City Point, thence by railroad to Petersburg, Va., connecting, at the latter place, with the great line of inland travel between Baltimore and Charleston, S. C. Fare through from Baltimore, \$21.

RAILROAD ROUTE**FROM BALTIMORE TO PHILADELPHIA.**

On leaving Baltimore for Philadelphia, 97 miles, by railroad, (fare, \$3,) the cars start from the depot in Pratt st., and run to

CANTON, 3 miles. Here is afforded a fine view of the harbor of Baltimore, and *Fort M'Henry*, situated on the south shore.

STEMMER'S RUN, 10½ miles from Baltimore, is the next stopping place.

GUNPOWDER DEPOT, 20 miles, is on the north side of the stream of the same name, which forms a wide branch or arm of Chesapeake bay, being about 1 mile across. Du-

ring cold weather, here are usually found large quantities of ducks of various kinds, which frequent the waters of the Chesapeake. The most celebrated for their delicacy and fine flavor, are the canvass-backs and red-necks; then come the blue-wings, the shufflers, and the teal. The first are said to feed on wild celery, which gives them their peculiar flavor, so much esteemed by epicures.

BUSH RIVER, 8 miles further, is another wide stream, crossed by a railroad bridge, elevated a few feet above the water.

HAVRE DE GRACE, 37 miles from Baltimore, and 60 miles from Philadelphia, is a place of considerable importance. Here the Susquehanna river, about half a mile wide, is crossed by means of a large steam ferry-boat. The baggage cars are run on top, while the passengers change cars, and pass over the river in a spacious cabin, or saloon, where refreshments are usually furnished. About 15 minutes are taken up in crossing the river, giving time for a hasty meal.

NORTHEAST, 9 miles from Havre de Grace, is passed on the right, a short distance from the road.

ELKTON, 52 miles from Baltimore, and 45 miles from Philadelphia, is situated on the west side of Elk river, which is navigable to this place.

NEWARK, Del., 6 miles further, is a pleasant place, situated a short distance west of the railroad.

NEWPORT, 8 miles further, is a scattered settlement.

WILMINGTON, 70 miles from Baltimore, and 27 from Philadelphia, is situated on Christiana creek, a navigable tributary of the Delaware river, or bay, and 3 miles above its confluence. This is the principal place in the state of Delaware, both in numbers and commercial importance, and is rapidly increasing. The population in 1840, was 8,367. A steamboat runs daily between Wilmington and Philadelphia.

About one mile north of Wilmington, the railroad crosses Brandywine creek, near the scene of a sanguinary battle between the Americans and English during the revolutionary war.

MARCUS HOOK, Penn., 10 miles from Wilmington, is pleasantly situated on the west bank of the Delaware, which is here about one mile wide.

CHESTER, 3 miles further, is another pleasant village, and has a steamboat landing.

The LAZARETTO for Philadelphia, situated near the river, is next passed on the right.

FORT MIFFLIN, 2 or 3 miles further north, is situated on an island, and commands the approach to Philadelphia by water.

GRAY'S FERRY, across the Schuylkill, where is now erected a bridge, is 3 miles from Philadelphia. Here it is usual for the locomotive to stop, the passenger cars being drawn into the city by horse power.

On the approach to Philadelphia from this quarter, can be seen the *Alms-house* for the city and county, situated on the west side of Schuylkill river; the *U. S. Arsenal* and *Marine Hospital*, on the east side; the *Eastern Penitentiary*, and *Girard's College* in the distance, towards the north. From the top of the last building, which is a truly noble structure, may be seen the city of Philadelphia and the surrounding country, to great advantage.

PHILADELPHIA

Philadelphia, 88 miles from New York, 97 miles from Baltimore, and 137 miles from Washington, in lat. $39^{\circ} 56' 51''$ N., and long. $1^{\circ} 46' 30''$ E. from Washington, ranks, in extent, population, trade, and general importance, as the second city in the Union. Its principal front is on the west bank of the Delaware river, 105 miles above the mouth of Delaware bay, and it extends back 2 miles to the river Schuylkill. The largest ships can come up to Philadelphia, from which the distance across the Delaware, to Camden, N. J., is about one mile. The Schuylkill unites with the Delaware about 7 miles below the city, and is navigable for brigs and schooners as far up as the permanent bridge, where it is about 500 feet wide. Philadelphia is laid out with great regularity, with numerous squares, and with streets which cross each other at right angles. The city proper, considered as distinct from its adjoining suburbs, is bounded, north by Vine st., and south by Cedar st. The suburbs called Kensington, the Northern Liberties, and Spring Garden, on the north side, and Southwark and Moyamensing on the south side, occupy, with the city proper, a compactly built area of 3 square miles, containing, in 1840, a population of 220,423 souls. The streets, the principal ones 112 feet wide, and the subordinate ones 50 feet wide, are generally well

paved, and bordered by roomy side-walks laid with brick, all kept remarkably clean. The houses, generally of brick, with white marble steps, and window-sills, and lintels, are very uniform and commodious, and present an aspect of unusual neatness, elegance, and comfort. Chesnut and Arch streets are among the most agreeable promenades in the United States.

The business of the city, especially its foreign and coasting trade, is transacted chiefly on the Delaware side ; though, since the great development of the coal trade of the interior, by means of canals and the improvement of the Schuylkill, wharves and warehouses have been much extended on that side ; and these improvements, in connection with the railroad made by the state from Philadelphia to Columbia, and with the Reading and Pottsville railroad, have contributed largely to the extension of all the western section of the city.

The number of houses for public worship, of the various denominations, is about 150, and though generally built in plain and simple style, they are very neat, and some of them elegant and costly. Philadelphia is honorably distinguished for the philanthropic spirit of its inhabitants, and for the number and judicious management of its charitable institutions. Among these, the Pennsylvania Hospital, the various Dispensaries, the Almshouses, Orphan Asylums, Institutions for the Deaf and Dumb, the Lunatic Asylum, the Humane Society, the Savings-fund Society, and various other moral, religious, and benevolent establishments, are particularly worthy of notice. The institutions for the promotion of literature, science, and the arts, are also on a highly respectable footing. Among the most prominent and useful of these, are the University of Pennsylvania, the Athenæum, the Philosophical Society, the Academy of Fine Arts, the Academy of Natural Science, the Franklin Institute, several Libraries, the Medical Society, the College of Physicians, the College of Pharmacy, the Musical Fund Society, Jefferson Medical College, a Law Academy, &c. &c.

The literary journals, and the daily and weekly newspapers, are numerous and of respectable character. The city can also boast of some of the largest publishing houses in the Union ; and its educational means, including not only the ordinary schools, but the higher institutions, for professional as well as general literature, are ample. But the most remarkable institution in the city, both for the extent of its en-

dowment, and the magnificence of its principal edifice, is the Girard College, constructed of white marble, in the richest style of architecture, and adorned with columns of the most superb and costly workmanship. This edifice is 218 feet by 160 feet; and four other buildings, also of marble, are associated with it, each 125 feet by 52 feet, for the accommodation of professors and pupils. The College grounds form a handsome area of 45 acres, pleasantly situated on the Ridge road, about 2 miles from the centre of the city. On the southern front of the principal edifice, the name and object of the institution are inscribed, in these words: "Girard College for Orphans, founded A. D. 1833. Southern portico finished, 1844."

PRINCIPAL HOTELS IN PHILADELPHIA.

	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	H. A. Charter,	Chesnut street.
City Hotel,	Mrs. Dunlap,	Third "
Columbia,	Bagley, Mackensie & Co.,	Chesnut "
Congress Hall,	J. Sturdervant,	Chesnut and Third
Franklin House,	J. M. Sanderson & Son,	Chesnut street.
Jones's Hotel,	John A. Jones,	152 Chesnut st
Mansion House,	J. Head,	Third "
Merchants' Hotel,	A. F. Glass,	Fourth "
Morris House,	Thomas Fletcher,	Chesnut "
United States Hotel,	M. P. Mitchell,	" "
Washington House,	H. J. Hartwell,	" "
Howard House,	Mrs. Sweetser,	70 Walnut "
Indian Queen,	Mr. Hubley,	Fourth "
Markoe House,	Mrs. Howell,	Chesnut "
Madison House,	Mr. Freed,	39 North Second st.
Red Lion Hotel,	Mr. Brower,	200 Market "
White Swan,	J. Peters & Son	Race "

CITY OMNIBUSES.

<i>Destination.</i>	<i>Route.</i>	<i>Leave</i>	<i>Exchange.</i>	<i>Fare.</i>
Broad street,	Third and Arch streets,	every 10 min.	6½ cts.	
"	" Chesnut "	" 10 "	6½ "	
"	Walnut "	" 12 "	6½ "	
"	Third and Spruce "	" 12 "	6½ "	
Fairmount,	Chesnut and Broad "	" 20 "	6½ "	
Girard College,	Ninth and Ridge road,	" 20 "	6½ "	
" "	Chesnut, Tenth & Coates,	" 10 "	6½ "	
Kensington,	Second and Beach sts.,	" 5 "	6½ "	
"	3d to Germantown r'd & 5th,	" 20 "	6½ "	
Navy Yard,	Second st.,	" 10 "	6½ "	
Norristown railroad,	Chesnut, Sixth & Greene sts.	" 10 "	6½ "	
Richmond village,	Second st.,	" 5 "	6½ "	
Schuylkill Front,	Market "	" 20 "	6½ "	
West Philadelphia,	" "	" 20 "	6½ "	

RAILROAD FROM PHILADELPHIA TO BALTIMORE.

PHILADELPHIA, WILMINGTON, & BALTIMORE R. R., 97 miles

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Balt.	Fare from Phila.
					\$ cts
Cars leave Philadelphia, from Market st., below Eleventh, at 8 A. M. and 10 P. M., daily.	PHILADELPHIA, ...	0	0	97	
	Gray's Ferry,	3	3	94	12½
	Lazaretto,	7	10	87	25
	Chester,	4	14	83	25
	Marcus Hook,	3	17	80	25
	Naaman's Creek ..	2	19	78	37½
RETURNING, Cars leave Baltimore at 9 A. M. and 3 P. M., daily.	WILMINGTON,	8	27	70	50
	Newport,	4	31	66	62½
	Stanton,	2	33	64	75
	Newark,	6	39	58	1 00
	Elkton,	6	45	52	1 50
	Northeast,	6	51	46	1 75
Usual time, 6 hours.	Charlestown,	3	54	43	1 87½
	Cecil,	5	59	38	2 00
	<i>Havre de Grace</i> , ..	1	60	37	2 00
	Hall's X Roads, ..	5	65	32	2 25
	Perryman's,	3½	68½	28½	2 50
	Gunpowder,	8½	77	20	2 50
On Sundays, leave Philadelphia at 10 P. M.—Baltimore, 8 P. M.	Harewood,	2½	79½	17½	2 50
	Chase's,	1½	81	16	2 50
	Stemmer's Run, ..	5½	86½	20½	2 75
	Canton,	7½	94	3	3 00
	BALTIMORE,	3	97	0	3 00

PHILADELPHIA AND BALTIMORE STEAMBOAT AND RAILROAD LINE.

CITIZENS' UNION LINE, via New Castle and Frenchtown Railroad. A steamboat leaves Philadelphia daily, Sundays excepted, from the foot of Dock street, during navigation.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Balt.	Fare from Phila.
					\$ cts.
Leave Philadelphia at 3 o'clock, P. M.	PHILADELPHIA, ...	0	0	116	
	Chester, <i>by st'mb't</i> , ..	17	17	98	25
	New Castle, do.	19	36	80	50
Leave Baltimore at 8 o'clock, P. M., daily, Sundays excepted.	Frenchtown, R. R.,	16	52	64	1 50
	Ford's Landing, <i>by steamboat</i> ,	14	66	50	2 50
	BALTIMORE, do...	50	116	0	3 00

CAMDEN AND WOODBURY RAILROAD, 9 miles. Passengers leave Philadelphia, from the foot of Walnut st., several times daily, for Woodbury, N. J. Distance, 10 miles. Usual fare, 25 cents.

PHILADELPHIA, GERMANTOWN, & NORRISTOWN RAILROAD, 17 miles ; including the Germantown Branch, 21 miles.

Cars leave Philadelphia from the corner of Ninth and Greene sts., several times daily, for Germantown and Norristown, stopping at the intermediate places

RAILROAD ROUTE

FROM PHILADELPHIA TO POTTSVILLE.

PHILADELPHIA, READING, & POTTSVILLE RAILROAD, 93 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Pottsville.	Fare from Phila.
					\$ cts.
Cars leave Philadelphia from corner of Broad and Cherry sts., at 9 o'clock, A. M., daily, Sundays excepted.	PHILADELPHIA, ...	0	0	93	
	Inclined Plane, ...	5	5	88	12½
	Manayunk,	2	7	86	25
	Spring Mill,	5	12	81	40
	Norristown,	5	17	76	50
	Valley Forge,	6	23	70	80
	Phoenixville,	4	27	66	1 00
	Royer's Ford,	4	31	62	1 25
	Pottstown,	9	40	53	1 60
	Douglassville,	4	44	49	1 75
Return cars leave Pottsville at 9 o'clk A. M., and Reading at 11 o'clock A. M.	Baumstown,	5	49	44	1 90
	READING,	9	58	35	2 25
	Althouse's,	8	66	27	2 50
	Mohrsville,	2	68	25	2 60
	Hamburg,	7	75	18	2 90
	Port Clinton,	3	78	15	3 00
	Scotchman's Locks	5	83	10	3 15
	Orwigsburg,	3	86	7	3 25
	Schuylkill Haven,	3	89	4	3 40
	POTTSVILLE,	4	93	0	3 50

Second class cars, from Philadelphia to Reading, \$1 90
 “ “ from Philadelphia to Pottsville, 3 00

Usual time from Philadelphia to Pottsville, 5 h'rs.

RAILROAD ROUTE FROM PHILADELPHIA TO HARRISBURG.

COLUMBIA AND PHILADELPHIA RAILROAD, . . . 70 miles.
HARRISBURG AND LANCASTER " . . . 37 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Phila.	From Har.	Fare from Phila.
					\$ cts.
Passenger cars leave	PHILADELPHIA, ...	0	0	107	
Philadelphia, from	Inclined Plane, ...	4	4	103	12½
274 Market street,	Whitehall,	7	11	96	37½
daily, at	Morgan's Corner, .	3	14	93	50
7½ o'clock, A. M.,	Eagle,	3	17	90	62½
10 " "	Paoli,	4	21	86	75
12 " M.	Steamboat Hotel, ..	5	26	81	1 00
	Oakland,	4	30	77	1 12½
Usual time, 7 hours.	Downingtown, ...	3	33	74	1 25
	Coatesville,	8	41	66	1 50
	Parksburg,	4	45	62	1 75
	Pennington,	3	48	59	1 75
	Gap,	4	52	55	2 00
	Kinzer's,	3	55	52	2 00
	Lemmon Place, ...	3	58	49	2 25
	LANCASTER, *	12	70	37	2 50
	Landisville,	7	77	30	2 75
	Mount Joy,	5	82	25	3 00
	Elizabethtown, ...	6	88	19	3 25
	Conewago,	4	92	15	3 37½
	Middletown,	5	97	10	3 62½
	Highspire,	3	100	7	3 75
	HARRISBURG,	7	107	0	4 00

* From Lancaster to Columbia, 12 miles. Fare from Philadelphia, \$2 87½.

ROUTES FROM HARRISBURG TO PITTSBURG, &c.

At Harrisburg this line connects with the Railroad and Stage Line for Carlisle, Chambersburg, and Pittsburg—with the Packet Boats for Lewistown, Huntingdon, Hollidaysburg, and Pittsburg,—also with the Susquehanna Packet Boats to Northumberland, Milton, Muncy, Williamsport, &c.

Through tickets for any of the above places can be secured at the depot, 274 Market st., Philadelphia.

The CUMBERLAND VALLEY RAILROAD, 56 miles, extends from Harrisburg to Chambersburg. Total distance from Philadelphia to Chambersburg, by railroad, 163 miles. This road connects with a line of travel to Pittsburg and other places.

ROUTES BETWEEN PHILADELPHIA & NEW YORK.

There are two great lines of travel between the cities of Philadelphia and New York:—

1st. The *Camden and Amboy Railroad Line*, commencing at Camden, N. J., opposite the city of Philadelphia, and extending along the left bank of the Delaware river to Bordentown, then diverging across the state of New Jersey to South Amboy, on Raritan bay, whence passengers are conveyed by steamboat to the city of New York, usually passing through Staten Island sound, and across the bay of New York, and landing near the Battery.

2d. By a continuous line of railroads, running from Philadelphia, on the right bank of the Delaware to Morrisville, opposite the city of Trenton, N. J.,—thence across the Delaware river, through Trenton, New Brunswick, Elizabethtown, and Newark, to Jersey City, whence passengers are conveyed across the Hudson river—here about one mile wide—in commodious steam ferry-boats, to the foot of Liberty street, in the city of New York.

RAILROAD ROUTE

FROM PHILADELPHIA TO NEW YORK, VIA TRENTON, NEW BRUNSWICK, AND NEWARK.

On leaving Philadelphia by this route, the passengers are usually conveyed by steamboat, during the season of navigation, from Walnut st. wharf to BRISTOL, Pa., 20 miles by water. This is a pleasant place, situated on the west side of the Delaware river, 10 miles below Trenton, N. J., by railroad. Here terminates the Delaware Branch of the Pennsylvania Canal, in a spacious basin, which communicates with the Delaware river.

BURLINGTON, N. J., is situated on the east side of Delaware river, nearly opposite Bristol, being 12 miles below Trenton, by the river, which is somewhat circuitous. The banks of the river in this vicinity are bordered by elegant dwellings, chiefly the country-seats of opulent citizens of Philadelphia.

BORDENTOWN, N. J., situated on the east side of the Delaware river, 27 miles from Philadelphia, is on the line of the

Camden and Amboy Railroad, connected, however, with the *New Brunswick and Trenton Railroad*, by a branch road, 7 miles in length. Here terminates the *Delaware and Raritan Canal*, affording a water communication between the cities of Philadelphia and New York. Joseph Bonaparte (Count de Surveilliers) chose this as the place of his residence while in the United States, and erected a splendid mansion, surrounded by extensive and highly ornamented grounds, which still belong to the family.

The city of TRENTON, 29 miles from Philadelphia, and 59 miles from New York, by railroad route, is the capital of the state of New Jersey. It stands on the left bank of the Delaware river, at the head of sloop navigation, and contains a state house, built of stone; a house for the residence of the governor; 3 fire-proof state offices, and a state prison; 7 churches; 2 banks; a public library, and a lyceum. Population in 1840, 4,035. This place is memorable for the "Battle of Trenton," December 25th, 1776, when 1000 Hessians were captured by Gen. Washington, with a trifling loss on the part of the Americans.

PRINCETON, 10 miles from Trenton, is pleasantly situated a short distance north of the railroad. It is mostly built on one extended street, and contains about 1200 inhabitants. The *College of New Jersey* is located here, having been founded in 1746, at Elizabethtown, and removed to Princeton in 1757. It has a president, 12 professors, 263 students, and a library of 11,000 volumes. The commencement is on the last Wednesday in September. The *Princeton Theological Seminary*, of the Presbyterian church, and founded in 1812, is also located here. It has 5 professors, 113 students, and 7000 volumes in its library.

The city of NEW BRUNSWICK, 29 miles from Trenton, and 31 miles from New York, by railroad, stands on the right bank of the Raritan river, 14 miles from the head of the bay at Amboy. It was incorporated in 1784, and now contains a court-house and jail, 7 churches, 2 banks, and 8,693 inhabitants. This is the seat of *Rutgers' College*, which was founded in 1770, and has a president, 10 professors, and between 80 and 90 students. The *Delaware and Raritan Canal* commences at New Brunswick, and runs through Trenton to Bordentown, a distance of 42 miles, affording a safe water communication between the cities of New York and Philadelphia.

RAHWAY, 12 miles from New Brunswick, and 19 miles

from New York, is situated on both sides of Rahway river. The village contains about 2,500 inhabitants, 6 churches, an academy, a bank, and an insurance office, besides several large manufacturing establishments.

ELIZABETHTOWN, 5 miles from Newark, and 14 miles from New York, is a delightful place of residence, situated about 2 miles west of Elizabethport, on Staten Island sound. It contains a court-house and jail, a bank, an insurance office, and 6 churches. The population is about 3000. The New Jersey Railroad, and the Elizabethtown and Somerville Railroad, both pass through this place. The latter commences at Elizabethport, from whence a steamboat runs several times daily to the city of New York, passing through "the Kills," and the bay of New York, affording a delightful excursion during the summer months.

The city of NEWARK, 9 miles from New York, and 79 miles from Philadelphia, is advantageously situated on the west side of the Passaic river, three miles from its entrance into Newark bay. This is the most flourishing and populous place in the state, containing, in 1840, 17,290 inhabitants. It is regularly laid out, the streets being generally broad and straight, many of them ornamented with shade trees. Two large public squares, bordered by lofty trees, add much to the beauty of the city, which is a very desirable place of residence. The public buildings are, a court-house and jail; 17 churches, several of them being handsome and costly edifices; 3 banking-houses, and 3 insurance companies. The trade and navigation of Newark is large and increasing, there being here owned between 60 and 70 vessels, engaged in the coasting trade, besides some whale-ships. The manufacture of articles of leather, and of carriages, is very extensive, employing a capital of about \$500,000, and several hundred mechanics. In addition to the *New Jersey Railroad*, which passes through the city, the *Morris and Essex Railroad* commences at this place, and extends to Morristown, 22 miles. The *Morris Canal* also runs through the city, in its route from Jersey City to the Delaware river. On leaving Newark, the line of the railroad passes over the Passaic river, across an extensive marsh, and over the Hackensack river to *Bergen Hill*, which is passed through by means of a deep rock excavation.

JERSEY CITY, 87 miles from Philadelphia, by railroad route, is situated on the west side of the Hudson, opposite New York, with which it is connected by a steam-ferry, the

river here being about one mile wide. This is a flourishing place of business, where are located a number of extensive manufacturing establishments. It was chartered as a city in 1820, and now contains about 5000 inhabitants. The *New Jersey Railroad*, and the *Paterson and Hudson Railroad*, both commence here, and have fine depots and workshops. The *Morris Canal*, 101 miles long, also terminates at this place, in a large basin constructed for the accommodation of canal boats.

PATERSON AND HUDSON RAILROAD, 16 MILES.

Passengers leave New York, from the foot of Cortland st., (Jersey City ferry,) at 9 $\frac{1}{4}$ A. M., 12 $\frac{1}{2}$ P. M., and 5 $\frac{1}{4}$ P. M., for Paterson, N. J. Distance, 17 miles. Fare, 50 cts.

MORRIS AND ESSEX RAILROAD, 22 MILES.

Cars leave the city of Newark for Morristown, from the depot in Broad st., at 9 o'clock, A. M., and 5 P. M. Usual fare, \$1.00.

On the arrival of the morning cars at Morristown, stages are in readiness, to convey passengers to Easton, Pa., and other places.

NEW YORK, ELIZABETHTOWN, AND SOMERVILLE STEAMBOAT AND RAILROAD LINE.

Steamboats leave New York several times daily, from the foot of Battery pl., for New Brighton, Port Richmond, and Elizabethport. At the latter place commences the *Elizabethtown and Somerville Railroad*, which extends to Somerville, a distance of 26 miles. Total distance from New York, 38 miles. Usual fare, 75 cents.

CITY OF NEW YORK.

For a description of the city of New York, see "THE NEW YORK CITY GUIDE."

PRINCIPAL HOTELS IN NEW YORK.

<i>Names.</i>	<i>Proprietors.</i>	<i>Location.</i>
American Hotel,	Wm. B. Cozzens,	Broadway, c. Barclay.
Astor House,	Coleman & Stetson,	Br'dway b. Vesey & do.
Athenaeum Hotel,	B. L. Eaton,	347 Broadway.
Atlantic Hotel,	Wm. C. Anderson,	5 Broadway.
Barclay st. Hotel,	A. Harrison,	West, c. Barclay.
Battery Hotel,	Mary Pettet,	Battery pl., c. Greenwich.
Broad st. Hotel,	M. S. Thresher,	Broad, c. Pearl.
Bull's Head,	George Lynch,	3d Avenue, c. 26th St
Carlton House,	Preston H. Hodges,	Broadway, c. Leonard.
City Hotel,	Chester Jennings,	Br'd'y, b. Cedar & Thames
Clinton Hotel,	Hodges & Blasdel,	3 Beekman.
Commercial Hotel,	John Patten,	73 Cortlandt.
Croton Hotel,	John L. Moore,	142 Broadway.
Dunning's Hotel,	Smith Dunning,	Cortlandt, c. Washington.
Eastern Pearl st. House,	George Seeley,	309 Pearl, c. Ferry.
Judson's Hotel,	Curtis Judson,	61 Broadway.
Franklin House,	Hayes & Treadwell,	Broadway, c. Dey.
Globe Hotel,		66 Broadway.
Hotel Français,	Sebastian Blin,	7 Warren.
Howard's Hotel,	Thomas & White,	Br'dw'y, c. Maiden Lane.
Lovejoy's Hotel,	J. S. Libby,	Park Row, c. Beekman.
Mansion House,	Wm. J. Bunker,	39 Broadway.
Merchants' Hotel,	W. Muirhead,	41 Cortlandt.
National Hotel,	C. Wyckoff & Co.,	5 "
New England House,	P. Wight,	111 Broadway.
New York Hotel,	J. J. Comstock,	Broadway, c. Waverly pl.
North American Hotel,	John Einmans,	30 Bowery.
Northern Hotel,	James Harrison,	Cortlandt, c. West.
Pacific Hotel,	A. Flower,	162 Greenwich.
Pearl st. House,	J. M. Flint & Co.,	88 Pearl.
Rochester Hotel,	John Webster,	31 Cortlandt.
Rathbun's Hotel,	B. Rathbun, [phrey	165 Broadway.
St. Nicholas Hotel,	Wenmiell & Dum-	23 Cortlandt.
Tammany Hall,	Wm. Pearsall,	Nassau, c. Frankfort.
Tremont Temp. House,	R. Churchill,	110 Broadway.
United States Hotel,	Henry Johnson,	Fulton, b. Pearl & Water.
Walton House,	Margaret Fowler,	326 Pearl.
Western Hotel,	Dwier & Barber,	9 Cortlandt.

In addition to the above Hotels, there are numerous private *Boarding Houses* in different parts of the city, and *Restaurants*, or *Eating Houses*, which are much frequented by citizens and strangers.

RAILROAD ROUTE FROM NEW YORK TO PHILADELPHIA.

NEW JERSEY RAILROAD, (Jersey City to New Brunswick,)	30 miles.
NEW BRUNSWICK AND TRENTON RAILROAD,	29 "
PHILADELPHIA AND TRENTON RAILROAD,	28 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Phila.	Fare from N. Yk.
					\$ cts.
Passengers leave N. York, from foot of Liberty st., daily, at 9 A. M., and at 4½ P. M.	NEW YORK,	0	0	88	
	Jersey City,	1	1	87	
	Newark,	8	9	79	
	Elizabethtown, . . .	5	14	74	
	Rahway,	5	19	69	
	Metuchin,	8	27	61	
	New Brunswick, . . .	4	31	57	
RETURNING, Passengers leave Walnut st. wharf by steamboat, at 9 A. M., and 4½ P. M., for Bristol, Penn., thence by cars to Jersey City.	Kingston,	14	45	43	2 00
	Princeton,	4	49	39	2 00
	TRENTON,	10	59	29	2 50
	Morrisville, Pa., . . .	1	60	28	2 50
	Bristol,	9	69	19	3 50
	Andalusia,	4	73	15	
	Cornwell's,	2	75	13	
	Depot,	11	86	2	
	PHILADELPHIA, . . .	2	88	0	4 00

Fare through in second class cars, \$3.

Time from New York to Philadelphia, 4½ hours.

Passengers during the season of navigation, are usually conveyed from Bristol to Philadelphia by steamboat.

—

This is the most expeditious route between New York and Philadelphia, passing over the Hudson, Raritan, and Delaware rivers, and through several thriving cities and villages,—some of them celebrated for their beauty of location, and others for historical incidents, enacted during the revolutionary war. The scenery in the vicinity of the Delaware river, below Trenton, is also exceedingly beautiful and interesting.

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

NEW ACCOMMODATION LINE.

NEW YORK AND NEWARK.

Fare reduced to 25 cts.

From the foot of Cortland st., daily, Sundays excepted.

Leave New York—At 8, 9, 11, and 12 A. M., 2, 3, 4, freight, 5½, 6, 6½ and 8 P. M.

Leave Newark—At 7, 7½, freight, 8, 8¾, 9, and 11 A. M., 1, 2, 4, 5½, 7½, and 8¾ (Phila.) P. M.

ON SUNDAYS.

Leave New York at 9 A. M. and 4½ P. M. Leave Newark at 1 and 8¾ P. M.

The cars of the Morris and Essex Railroad, for Orange, Millville, Summit, Chatham, Madison, and Morristown, run through from Jersey City without change, and connect with 9 A. M. and 3 P. M. trains from New York.

NEW YORK AND ELIZABETHTOWN.

Leave New York at 9 and 11 A. M., 2, 4, freight, 5¼, and 6¼ P. M.

Leave Elizabethtown at 7, freight, 7½, 8¼, and 10½ A. M., 1½, 4¼, and 8½ (Phila.) P. M.

The trains for Westfield, Plainfield, Boundbrook, Somerville, &c., connect with the 9 A. M. and 2 and 4 P. M. trains from New York daily, Sundays excepted.

Fare from New York to Elizabethtown..... 31¼ cts.

“ “ Somerville 87½ “

NEW YORK AND RAHWAY.

Leave New York at 9 and 11 A. M., 2, 4, freight, 5¼, and 6½ P. M.

Leave Rahway at 6¼, freight, 7¼ and 8 A. M., 1¼, 4½, and 8¼ (Phila.) P. M.

NEW YORK AND NEW BRUNSWICK.

Leave New York at 9 A. M., 4, freight, and 5¼ P. M.

Leave New Brunswick at 5½, freight, and 7½ A. M., 12 M. Phila. and 8 P. M. Phila.

ON SUNDAYS.

Leave New York at 9 A. M. and 4½ P. M. Leave N. Brunswick at 12 M. and 8 P. M.

Fare—except in the Philadelphia trains—

From New York to New Brunswick 50 cts.

“ “ Rahway 31¼ “

Newark, Elizabethtown, Rahway, and New Brunswick passengers who procure their tickets at the ticket office, receive a ferry ticket gratis.

STEAMBOAT & RAILROAD ROUTE BETWEEN NEW YORK AND PHILADELPHIA

STEAMBOAT, (from N. York to South Amboy, N. J.,) 28 miles
CAMDEN AND AMBOY RAILROAD, 61 "

Passengers leave New York from Pier No. 2, near the Battery.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Phila.	Fare from N. Yk.
					\$ cts.
A steamboat leaves	NEW YORK,	0	0	90	
N. York daily, Sun-	Elizabethport, . . .	12	12	78	
days excepted, ev-	Perth Amboy, . . .	15	27	63	25
ery morning, for	South Amboy, . . .	1	23	62	25
South Amboy, &c.	Spottswood,	10	38	52	75
	Hightstown,	11	49	41	1 50
RETURNING,	Sand Hills,	9	58	32	2 00
Passengers leave	Bordentown,	5	63	27	2 50
Walnut st. ferry	Burlington,	8	71	19	2 50
Phil. every morn.	Camden,	18	89	1	3 00
	PHILADELPHIA, . . .	1	90	0	3 00

Fare through in second class cars, \$2.25.

Usual time from New York to South Amboy, 2 hours ;
from South Amboy to Philadelphia, 3½ hours.

During the summer season, passengers are usually conveyed by steamboat from Bordentown to Philadelphia, stopping at Bristol, Pa., to land and receive passengers.

This is a pleasant route during warm weather, affording a fine view of the harbor and bay of New York, Staten Island, and the New Jersey shore,—passing through Staten Island sound, and landing at South Amboy, at the mouth of the Raritan river, where commences the Camden and Amboy Railroad.

On arriving at Bordentown, the Delaware river and surrounding country presents varied and picturesque scenery, much enhanced by the high state of cultivation and beautiful country residences which adorn the banks of the Delaware, for many miles above and below Philadelphia.

STEAMBOAT & RAILROAD ROUTE
FROM NEW YORK TO MIDDLETOWN, ORANGE CO.,
VIA NEW YORK AND ERIE RAILROAD.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From M'dt'n	Fare from N. Yk.
					\$ cts.
	NEW YORK,	0	0	77	
	Piermont,	24	24	53	25
A steamboat leaves	Blauveltville,	4	28	49	25
N. York daily, Sun-	Clarkstown,	5	33	44	30
days excepted, from	Monsey's,	4	37	40	40
foot of Duane st., at	Suffern's,	5	42	35	60
7 A. M. and 4 P. M.	Ramapo,	2	44	33	70
	Monroe Works, ...	8	52	25	87½
RETURNING,	Turner's,	5	57	20	94
Leaves Middletown	Monroe Village, ...	3	60	17	1 00
at 6½ A. M. & 5½ P. M.	Chester,	5	65	12	1 06½
	GOSHEN,	5	70	7	1 12½
	Newhampton,	4	74	3	1 18¾
	MIDDLETOWN,	3	77	0	1 25

Usual time from New York to Piermont, 1 hour 45 min. ;
from Piermont to Middletown, 3 hours

The steamboat EUREKA, Captain W. W. Tupper, runs
between New York and Piermont, a distance of 24 miles,
summer and winter.

Stages run from Middletown daily, in connection with the
afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt.
Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Car-
bondale, &c. On Mondays, Wednesdays, and Fridays, to
Dundaff, Montrose, Friendsville, Lenox, Brooklyn, &c.

HUDSON RIVER STEAMBOATS.

Steamboats of a large class leave New York every morn-
ing and evening, daily, for Albany and Troy, during the
season of navigation, stopping at the intermediate landings.
Other lines leave New York in the evening, for the above
places, running through without landing.

For further particulars, see "THE NORTHERN TRAVELLER,
OR HUDSON RIVER GUIDE."

HARLEM RAILROAD.

Extending from City Hall, N. Y., to White Plains, 26 miles

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From New York	From W. Plains.	Fare from New York.
					cts.
SUMMER ARRANGEMENT. — Cars leave N. York for White Plains at 7 and 10 A. M., and at 2 and 5 P. M. daily. Leave Wil- liams's Bridge eight times daily.	NEW YORK,	0	0	26	
	Harlem,	8	8	18	12½
	Morrisania,	1	9	17	12½
	Fordham,	3½	12½	13½	20
	Williams's Bridge,	1½	14	12	25
	Hunt's Bridge, ...	4	18	8	37½
	Tuckahoe,	2½	20½	5½	37½
	Hart's Corners, ...	3½	24	2	50
	WHITE PLAINS, ...	2	26	0	50
RETURNING, Leave White Plains four times daily.					

Usual time through, 1 hour 45 minutes.

The White Plains trains will stop, after leaving the City Hall, only at the corner of Broome st. and the Bowery, Vauxhall Garden, and 27th street. An extra car will precede each train 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes, from 7½ A. M. to 8 P. M.

The City Hall and 27th street night line will run every 20 minutes, from 8 to 12.

On Sundays, the trains will be regulated according to the weather.

Fare, any distance in the train cars between the City Hall and Harlem, 12½ cents.

Passengers are conveyed by stages from White Plains, on the arrival of the cars, to different parts of Westchester county, and to Stamford, Ct.

Passengers for East Chester, New Rochelle, and Mamaroneck, will leave Williams's Bridge, on the arrival of the 7 A. M. and 2 P. M. trains from the City Hall.

TABLE OF DISTANCES BETWEEN NEW YORK AND ALBANY.

DISTANCES between New-York and ALBANY, on the east side of Hudson river, by mail route.				Saugerties, stage.		
NAMES.	Place to place.	From N. York.	From Albany.	Malden, do	3	121 46
				Catskill, do	9	133 34
NEW-YORK,.....	0	0	154	Athens, do	6	139 28
				Coxsackie, do	8	147 20
King's Bridge, ...	13	13	141	N. Baltimore, do	6	153 14
Yonker's,.....	4	17	137	Coeymans, do	2	155 12
Dobb's Ferry,....	5	22	132	ALBANY, do	12	167 0
Tarrytown,.....	6	28	126	Distances of places on the Hud- son river, from ALBANY and New-York.		
Sing-Sing,.....	6	34	120	NEW-YORK,.....	0	0 145
Croton River,....	2	36	118	Bull's Ferry, N. J	6	6 139
Peekskill,.....	10	46	108	Manhattanville, ..	2	8 137
Phillipsburgh, ...	9	55	99	Fort Lee, N. J.	2	10 135
Fishkill,.....	10	65	89	Spuyten Duyvel c.	3	13 132
POUGHKEEPSIE, ...	13	78	76	Yonkers,	4	17 128
Hyde Park,.....	6	84	70	Hastings,	3	20 125
Rhinebeck,.....	10	94	60	Dobb's Ferry, .. .	2	22 123
Redhook, Lower, .	6	100	54	Piermont,.....	2	24 121
Redhook, Upper, .	3	103	51	Tarrytown,.....	3	27 118
Clermont,.....	5	108	46	Sing-Sing,.....	6	33 112
Blue Store,	2	110	44	Verplank's Point, .	7	40 105
HUDSON,.....	11	121	33	<i>Caldwell's Landing</i>	4	44 101
Stuyvesant Falls,	8	129	25	<i>West Point,.....</i>	8	52 93
Kinderhook,	5	134	20	Cold Spring,	2	54 91
Schodack Centre,	10	144	10	Cornwall,	3	57 88
Greenbush,	9	153	1	Newburgh,.....	4	61 84
ALBANY,	1	154	0	New-Hamburgh, ..	6	67 78
Distances between New-York and ALBANY, on the west side of Hudson river, via, Piermont.				Milton,	3	70 75
NEW-YORK,	0	0	167	<i>Poughkeepsie,....</i>	4	74 71
Piermont, by s. b.	24	24	143	<i>Hyde Park,.....</i>	6	80 65
Ramapo, by r. r.	20	44	123	Pelham,	4	84 61
Monroe Works, do	8	52	115	Rhinebeck,	6	90 55
Turners' Depot, do	5	57	110	Redhook, Lower,	7	97 48
NEWBURGH, stage,	17	74	93	<i>Redhook, Upper, ..</i>	3	100 45
Marlborough, do	8	82	85	Saugerties,	1	101 44
Milton do	4	86	81	<i>Bristol, or Malden</i>	1	102 43
New Paltz, do	4	90	77	Catskill,	9	111 34
Esopus, do	9	99	68	Hudson,.....	5	116 29
Rondout, do	8	107	60	<i>Coxsackie,.....</i>	8	124 21
KINGSTON, do	2	109	58	Kinderhook Land.	3	127 18
Glasco, do	9	118	49	<i>New-Baltimore, ..</i>	4	131 14
				<i>Coeymans,</i>	2	133 12
				Castleton,.....	4	137 8
				Overslaugh,.....	5	142 3
				ALBANY,	3	145 0
				TROY,.....	6	151 6

NOTE.—Places in *Italic*, are the usual Steamboat Landings

TABLE OF DISTANCES.

DISTANCES from ALBANY to SARATOGA SPRINGS, via Schenectady.		CANAL ROUTE from ALBANY to WHITEHALL.			
	Miles.	NAMES.	Place to place.	From Albany.	Whitehall.
To Schenectady,	17				
Ballston Spa,	14 31				
Saratoga Springs,	7 38				
ALBANY to SARATOGA SPRINGS, via Troy.		ALBANY,	0	0	72
Troy,	6	WEST-TROY,	6	6	66
Waterford,	4 10	Junction,	2	8	64
Mechanicsville,	8 13	WATERFORD,	3	11	61
Ballston Spa,	12 30	Mechanicsville, ..	8	19	53
Saratoga Springs,	7 37	Stillwater Village.	4	23	49
		Bleecker's Basin,	2	25	47
		Wilber's Basin, ..	2	27	45
		Van Duzen's L. ..	5	32	40
		Schuylerville,	3	35	37
		Saratoga Bridge, ..	2	37	35
		Fort Miller,	3	40	32
		Moses Kill,	3	43	29
		Fort-Edward,	5	48	24
		Glen's Falls Fr. ..	2	50	22
		Dunham's Basin,	1	51	21
		Smith's Basin, ..	5	56	16
		Fort-Ann,	4	60	12
		Comstock's L.	4	64	8
		WHITEHALL,	8	72	0
Route from SARATOGA SPRINGS to LAKE GEORGE, via Glen's Falls.		Distances from port to port between WHITEHALL & MONTREAL.			
Wilton, ..	7	WHITEHALL,	0	0	180
Fortsville	4 1/2 12	Benson, Vermont,	13	13	167
Glen's Falls,	6 18	Orwell, do..	7	20	160
Caldwell, (Lake George,) 9 27		Ticonderoga,	4	24	156
		Shoreham, do..	2	26	154
		Bridport, do..	9	35	145
		Chimney Point, do	6	41	139
		Port Henry,	2	43	137
		West Port,	11	54	126
		Fort Cassin, do..	7	61	119
		Essex,	7	68	112
		BURLINGTON do..	14	82	98
		Port Kent,	10	92	88
		PLATTSBURGH,	15	107	73
		Chazy,	16	123	57
		Rouse's Point, ...	9	132	48
		Isle aux Noix, Can.	12	144	36
		St. John's, do.	12	166	24
		La Prairie, R. R.	15	171	9
		MONTREAL, S. boat,	9	180	0
Stage Route from ALBANY to WHITEHALL.					
Troy,	6				
Lansingburgh,	3 9				
Schaghticoke,	7 16				
Easton,	10 26				
Greenwich,	9 35				
Argyle,	11 46				
Hartford,	10 56				
Granville,	7 63				
Whitehall,	9 72				

*To Dunham's Basin 2 miles.

STEAMBOAT & RAILROAD ROUTE
BETWEEN NEW YORK, ALBANY, AND TROY, VIA
HOUSATONIC RAILROAD.

STEAMBOAT, (from N. Y. to Bridgeport, Ct.,)	60 miles.
HOUSATONIC RAILROAD, (from Bridgeport to Massachusetts State Line,)	74 "
BERKSHIRE & WEST STOCKBRIDGE R. R.,	24 "
ALBANY AND WEST STOCKBRIDGE R. R.,	38 "
TROY AND GREENBUSH do.	6 "

Steamboats NIMROD, EUREKA, and MUTUAL SAFETY.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Alb'y.	Fare from N. Yk.
					\$ cts.
Passengers leave N. York from the foot of Market st., E. R., at 6 A. M. daily, Sundays excepted.	New York,	0	0	196	
	Bridgeport,	60	60	136	
	Stepney,	10	70	126	
	Bottsford,	5	75	121	
	Newtown,	4	79	117	
	Hawleysville,	4	83	113	
RETURNING,	Brookfield,	6	89	107	
Cars leave Troy at 6½ and Albany at 7 A. M. daily, Sundays excepted.	New Milford,	6	95	101	
	Gaylord's Bridge, .	6	101	95	
	Kent,	6	107	89	
	Cornwall Bridge, ..	8	115	81	
	Cornwall,	4	119	77	
Usual time from New York to Albany, 14 hours.	Canaan Falls,	7	126	70	
	Mass. State Line, .	7	133	63	
	Sheffield,	7	140	56	
	Great Barrington, .	6	146	50	
	Van Dusen'sville, .	2	148	48	
	West Stockbridge, .	8	156	40	
	N. Y. State Line, .	2	158	38	
	Canaan,	5	163	33	
	Chatham 4 Corners	10	173	23	
	Kinderhook,	7	180	16	
	Schodack,	8	188	8	
	ALBANY,	8	196	0	
	TROY,	6	202	6	

STAGE LINE FROM TROY TO MONTREAL.

Winter Arrangement.

Passengers for Montreal go directly through in the RED-BIRD LINE OF STAGES, in 40 hours from Troy. Fare through from New York to Montreal, \$16 Tickets to be procured on board the steamboat.

PASSAGE BOATS RUNNING ON HUDSON RIVER, 1846.

FROM NEW YORK TO ALBANY AND TROY, 150 miles.

Day Line.

Steamboat Troy, 724 tons, Capt. A. Gorham—Niagara, 730 tons.

Night Through Line.

Steamboat Empire, 927 tons, Capt. R. B. Macy—Columbia, 400 tons, Capt. Wm. H. Peck.

FROM NEW YORK TO ALBANY, 145 miles.

PEOPLE'S LINE.

Leaving New York and Albany at 7 o'clock, P. M.

Hendrick Hudson, 1,170 tons, Capt. R. G. Cruttenden—Rochester, 500 tons, Capt. A. Houghton.

Leaving New York and Albany at 5 o'clock, P. M., landing at the principal places on the river.

North America, 500 tons, Capt. R. H. Fury—South America, 638 tons, Capt. L. W. Brainard.

INDEPENDENT LINES.

Rip Van Winkle,	510 tons,	Capt. L. D. Abell.
Belle,	430 "	Capt. S. Schuyler.
Express,		Capt. A. Hitchcock.

FROM NEW YORK TO HUDSON, 116 miles.

Steamboat Fairfield, Capt. Jas. Beebe—Hudson, Capt. C. F. King.

FROM NEW YORK TO CATSKILL, 110 miles.

Steamboat Utica, Capt Penfield—Washington, Capt. J. B. Coffin.

FROM NEW YORK TO SAUGERTIES, 100 miles.

Steamboat Robert L. Stevens, Capt. R. L. Maybee.

FROM NEW YORK TO RONDOUT, 90 miles.

Steamboat Emerald, Capt. J. Samuels—New-Jersey, Capt. Wm. B. Dodge—Norwich, Capt. Asa Eaton.

FROM NEW YORK TO POUGHKEEPSIE, 74 miles.

Steamboat Santa Claus, Capt. B. Overbagh.

FROM NEW YORK TO NEWBURGH, 60 miles.

Steamboat Highlander, Capt. Armstrong—Thomas Powell, Capt S. Johnson—Caledonia, Capt. Wardrop.

FROM NEW YORK TO YONKERS, SING SING, PEEKSKILL, &C.

Steamboat Columbus, Capt. J. S. Odell—Saratoga, Capt. Berry—Mountaineer, Capt. Fraser.

FROM NEW YORK TO DOBBS' FERRY, TARRYTOWN AND SING SING

Steamboat Croton, Capt. T. B. Leach.

FROM NEW YORK TO PIERMONT, 24 miles

Steamboat Eureka, Capt. Wm. W. Tupper.

STEAMBOATS RUNNING ON LONG ISLAND SOUND, 1846.

FROM NEW YORK TO PROVIDENCE, R. I., 190 miles.

Mail Line between New York and Boston.

Steamboat Massachusetts, 1,000 tons, Capt. William Potter—Rhode Island, 1,000 tons, Capt. Stephen Manchester—Narragansett, 600 tons, Capt. Newberry—Mohegan, 400 tons.

FROM NEW YORK TO STONINGTON, 125 miles.

Steamboat and Railroad Line between New York and Boston.

Knickerbocker, 858 tons, Capt. Seth Thayer—Oregon, 1,000 tons, Capt. Win. Rollins—Neptune, 600 tons.

FROM NEW YORK TO ALLYN'S POINT, 123 miles.

Steamboat and Railroad Line between New York and Boston, via Norwich.

Cleopatra, 600 tons, Capt. J. W. Williams—Worcester, 550 tons, Capt. Daniel Bacon.

FROM NEW YORK TO HARTFORD, 169 miles,

Via Connecticut River.

Globe, 450 tons, Capt. E. D. Roath—Kosciusko, 250 tons, Capt. A. Bacon—New Champion, Capt. P. E. Lefevre.

FROM NEW YORK TO NEW-HAVEN, 80 miles.

Steamboat and Railroad Line.

Hero, Capt. R. Peck—New-York, Capt. S. B. Stone—Traveller, Capt. J. Stone.

FROM NEW YORK TO BRIDGEPORT, 60 miles.

Steamboat and Railroad Line.

Nimrod, Capt. J. Brooks, Jr.

FROM NEW YORK TO NORWALK, 45 miles.

Catiline, Capt. Curtis Peck, Jr.

FROM NEW YORK TO NEW ROCHELLE, GLEN COVE, AND COLD
SPRING, L. I.

Croton, Capt. Peck.

FROM NEW YORK TO STONY BROOK AND PORT JEFFERSON, L. I.

Suffolk, Capt. William H. Peck.

FROM NEW YORK TO FLUSHING, L. I.

Washington Irving, Capt. S. Leonard.

FROM GREENPORT TO ALLYN'S POINT, 32 miles.

Steamboat Route between New York and Boston, via Long Island.

New-Haven, Capt. John Van Pelt

ROUTES BETWEEN NEW YORK AND BOSTON.

There are now *four* great lines of travel between the cities of New York and Boston.

1st. By the *Long Island Railroad*, commencing at Brooklyn, and running to Greenport, near the eastern extremity of Long Island,—thence by steamboat, 32 miles, to Allyn's Point, from which place the railroad extends through Norwich, Ct., to Worcester, Mass., and thence to Boston.

2d. By line of steamboats, leaving New York from the foot of Battery Place, and running through Long Island Sound to Stonington,—thence by railroad through Providence, R. I., to Boston.

A line of steamboats, also, during the season of navigation, runs direct to Newport and Providence, connecting, at the latter place, with the cars of the Boston and Providence Railroad.

3d. A line of steamboats leave New York, from Pier No. 1, North river, for New London and Allyn's Point, connecting, at the latter place, with the cars running through Norwich and Worcester, to Boston.

4th. Another line of travel is afforded by a line of steamboats, leaving New York, from Peck Slip, for New Haven,—thence by railroad through Hartford and Springfield to Worcester, and thence to Boston. When the contemplated railroad from the city of New York to New Haven is completed, this route will afford the most speedy mode of conveyance between the two cities.

For further information, see TABLES OF DISTANCES, &c.

WINTER ROUTE BETWEEN NEW YORK AND ALBANY.

During the close of navigation, passengers are conveyed by the Steamboat and Railroad Line running through Long Island Sound, to New Haven, Hartford, and Springfield, Mass.—thence over the Western Railroad, to Albany and Troy.

STEAMBOAT & RAILROAD ROUTE

FROM NEW YORK TO BOSTON, VIA NEW HAVEN
AND SPRINGFIELD.

STEAMBOAT, (from New York to New Haven,)	78 miles.
NEW HAVEN AND HARTFORD RAILROAD, . . .	36 "
HARTFORD AND SPRINGFIELD " . . .	26 "
WESTERN R. R., (from Springfield to Worcester,)	54 "
BOSTON AND WORCESTER DO., . . .	44 "

Passengers leave New York every morning, from Peck Slip, East River.

TIME OF LEAVING.	PLACES.	Miles.	From N. Yk.	From Bost'n	Fare from N. Yk.
					\$ cts.
	NEW YORK,	0	0	238	
	Blackwell's Isl'd, .	4	4	234	
A steamboat leaves	Hell Gate,	3	7	231	
N. York at 6½ A. M.	Brothers' Island, .	3	10	228	
daily, Sundays ex-	Throg's Neck, . . .	5	15	223	
cepted, for New	Hart's Island, . . .	4	19	219	
Haven, connecting	New Rochelle, . . .	4	23	215	
with cars on the	Milton,	4	27	211	
N. Haven & Hart-	Captain's Island, .	4	31	207	
ford Railroad.	Greenwich Point, .	3	34	204	
	Shippan Point, . .	3	37	201	
Usual time from New	Long Neck,	3	40	198	
York to N. Haven,	Norwalk Islands, .	5	45	193	
5 hours; from New	Pine Point,	8	53	185	
Haven to Spring-	Black Rock,	4	57	181	
field, 3½ hours;	Bridgeport,	3	60	178	
from Springfield to	Stratford,	3	63	175	
Boston, 5 hrs. To-	Milford,	4	67	171	
tal, 13½ hours.	Neck Point,	8	75	163	
	NEW HAVEN,	3	78	160	1 50
	North Haven,	6	84	154	
	Wallingford,	6	90	148	
	Meriden,	6	96	142	
	Berlin,	6	102	136	
	New Britain,	4	106	132	
	HARTFORD,	8	114	124	3 00
	Windsor,	6	120	118	
	Conn. Riv. Bridge, .	7	127	111	
	Thompsonville, . . .	5	132	106	
	SPRINGFIELD,	8	140	98	4 00
	West Brookfield, . .	29	169	69	
	WORCESTER,	25	194	44	
	Framingham,	23	217	21	
	BOSTON,	21	238	0	

RAILROAD & STEAMBOAT ROUTE

FROM NEW YORK TO BOSTON, VIA LONG ISLAND.

LONG ISLAND RAILROAD,	96 miles.
STEAMBOAT, (from Greenport to Allyn's Point,)	32 "
NORWICH AND WORCESTER RAILROAD,	66 "
BOSTON AND WORCESTER "	44 "

Passengers leave N. York by the South Ferry, for Brooklyn.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Bost'n	Fare from N. Yk.
					\$ cts.
Cars leave the Depot in Brooklyn daily, Sundays excepted, for Boston, via Nor- wich and Worces- ter, at 7 A. M.	NEW YORK,	0	0	238	
	Brooklyn,	1	1	237	
	East New York, . .	5	6	232	12½
	Union Course, . . .	2	8	230	18½
	Jamaica,	4	12	226	25
	Brushville,	3	15	223	31½
	Hempstead Br'ch., .	4	19	219	37½
	Hicksville,	8	27	211	44
	Farmingdale,	5	32	206	62½
	Deerpark,	6	38	200	69
RETURNING, Cars leave Boston at 8½ A. M., by the same route.	Suffolk Station, . .	7	45	193	1 00
	Medford Station, . .	11	56	182	1 18½
	St. George's Manor	12	68	170	1 62½
	Riverhead,	7	75	163	1 62½
	Mattetuck,	10	85	153	1 62½
	Southold,	7	92	146	1 62½
	GREENPORT,	4	96	142	2 00
	New London,	24	120	118	
	Allyn's Point, . . .	8	128	110	
	NORWICH,	7	135	103	
Time through, 10½ hours.	WORCESTER,	59	194	44	
	BOSTON,	44	238	0	

Stages are in readiness, on the arrival of trains at the several stations, to take passengers, at low fares, to all parts of Long Island. A steamboat, also, leaves Greenport for Sag Harbor, on the arrival of the cars.

This is the most expeditious and varied route, in regard to scenery, &c., of any between the cities of New York and Boston. The steamboat route from Greenport to Stonington, or Allyn's Point, is deeply interesting, affording a view of the shores of Long Island, Connecticut, Long Island Sound, and the broad Atlantic ocean. Passengers usually take their meals on board the steamboat, it being two hours' run.

STEAMBOAT AND RAILROAD ROUTE

BETWEEN NEW YORK AND BOSTON, VIA NEWPORT AND PROVIDENCE.

STEAMBOAT, (from New York to Providence,) 190 miles.
 BOSTON AND PROVIDENCE RAILROAD, . . . 42 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From N. Yk.	From Bost'n	Fare from N. Yk.
					\$ cts.
A Steamboat leaves	NEW YORK.....	0	0	232	
New York daily,	Hell Gate.....	7	7	225	
Sundays excepted,	Throg's Neck.....	8	15	217	
from foot of Batte-	Sands' Point.....	10	25	207	
ry Place, leaving at	Bridgeport.....	35	60	172	
5 P. M. in summer,	New Haven.....	18	78	154	
and 4 P. M. in win-	Mouth Conn. River	22	100	132	
ter.	New London.....	15	115	117	
	Stonington.....	10	125	107	
RETURNING,	Point Judith.....	25	150	82	
Passengers leave Bos-	NEWPORT.....	15	165	67	
ton at 5 P. M.	Bristol.....	12	177	55	
	Warren.....	4	181	51	
	PROVIDENCE.....	9	190	42	
	Mansfield.....	17	207	25	
	BOSTON.....	25	232	0	

Usual time from New-York to Providence, 11½ hours.

" " Providence to Boston, 2 "

REGULAR MAIL LINE

BETWEEN NEW-YORK AND BOSTON, VIA PROVIDENCE.

The Daily Mail Line, now re-established between New-York and Boston, connecting with the Boston and Providence Railroad, will run between New-York and Providence direct, every day, except Sunday. The steamers of the Navigation Company consist of the Massachusetts, of 1,000 tons; Rhode Island, 1,000 tons; Narragansett, 600 tons; Mohegan, 400 tons.

The boats will land at Newport, going and returning.

For passage, berths, state-rooms or freight, application may be made on board. In Boston, to Redding & Co., 8 State-street, and at the Depot of the Boston and Providence Railroad. In Providence, to the Agent at the Depot at India Point, and in New-York, of the Agents on the wharf, and at the office of the Company, No. 10 Battery Place.

RAILROAD & STEAMBOAT ROUTE

BETWEEN BOSTON AND NEW YORK, VIA STON-
INGTON.

BOSTON AND PROVIDENCE RAILROAD, 42 miles.
 PROVIDENCE AND STONINGTON RAILROAD, . . . 47 "
 STEAMBOAT, (from Stonington to New York,) . 125 "

Passengers leave Boston for New York, &c., from the depot
 at the bottom of the Common.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From N. Yk.	Fare from Bost'n
					\$ cts.
SUMMER	Boston,.....	0	0	214	
ARRANGEMENT.	Dedham,*.....	8	8	206	
—	Canton,†.....	6	14	200	40
Cars leave Boston for	Sharon,.....	4	18	196	50
New York, daily,	Foxboro',.....	4	22	192	65
Sundays excepted,	Mansfield,‡.....	3	25	189	75
at 4½ P. M. in win-	Attleboro',.....	7	32	182	95
ter, and 5 P. M. in	Dodgeville,.....	2	34	180	95
summer.	Sekonk,.....	6	40	174	1 15
	PROVIDENCE,.....	2	42	172	1 25
RETURNING,	Warwick,.....	6	48	166	
A steamboat leaves	Apponaug,.....	3	51	163	
N. York for Ston-	East Greenwich,..	3	54	160	
ington, at 4 P. M. in	North Kingston, ..	5	59	155	
winter, and 5 P. M.	South Kingston,..	8	67	147	
in summer.	Richmond,.....	5	72	142	
	Charleston,.....	7	79	135	
	Westerly,.....	5	84	130	
	STONINGTON,.....	5	89	125	2 75
	NEW YORK,.....	125	214	0	

* Dedham Branch Railroad, 2 miles, runs to the village of Dedham.

† Stoughton Branch Railroad, 4 miles, runs to Stoughton.

‡ Taunton Branch Railroad, 11 miles, runs to Taunton; connect-
 ing with the railroads extending to New Bedford and Fall River,
 Mass.

Usual time from Boston to Stonington, . . . 4 hours.

" " Stonington to New York, . . . 9½ "

ACCOMMODATION TRAINS leave Boston at 7½ A. M. and 4 P. M., and
 Providence at 8 A. M. and 4½ P. M.

RAILROAD & STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA NORWICH, CT.

BOSTON AND WORCESTER R. R., 44 miles.

NORWICH AND WORCESTER R. R., 66 "

STEAMBOAT, (from Allyn's Point to New York,) . 128 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From N. Yk.	Fare from Bost'n
					\$ cts.
SUMMER ARRGM'T	BOSTON,.....	0	0	238	
—	<i>Framingham</i> ,	21	21	217	55
Cars leave Boston	WORCESTER,....	23	44	194	1 25
from the Depot, cor.	Oxford,.....	11	55	183	1 65
Lincoln and Beach	Webster,.....	5	60	178	1 75
sts., at 5 P. M. daily,	Fisherville,.....	4	64	174	1 95
Sundays excepted.	Pomfret,.....	6	70	168	2 15
Leave for Norwich at	Daysville,.....	5	75	163	2 25
7½ A. M. & 5 P. M.	<i>Danielsonville</i> , ...	3	78	160	2 40
	Central Village,...	6	84	154	2 60
RETURNING,	Plainfield,.....	3	87	151	2 70
Passengers leave N.	Jewett City,.....	6	93	145	2 90
York in steamboat,	NORWICH,.....	10	103	135	3 00
at 5 P. M., land-	Allyn's Point, ...	7	110	128	3 25
ing at New London	New London,....	8	118	120	3 50
and Allyn's Point.	NEW YORK,.....	120	238	0	

Usual time from Boston to Allyn's Point, 110 miles, 4½ hours.

" " " New York, 13½ hours.

RAILROAD & STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA LONG ISLAND.

Passengers leave Boston by this route, from the Depot, corner of Lincoln and Beach sts., daily, Sundays excepted, at 8½ o'clock, A. M., running through without stopping for way passengers,—taking steamer *NEW HAVEN*, at Allyn's Point, 110 miles from Boston, and run to Greenport, a distance of 32 miles,—thence by Long Island Railroad, 96 miles to Brooklyn. Total distance, 238 miles. Usual time, 10½ hours.

RAILROAD ROUTES FROM BOSTON TO PORTLAND, Me

UNITED STATES MAIL ROUTE & SEABOARD LINE.

EASTERN RAILROAD, (Boston to Portsmouth, N. H.,) 54 miles
 PORTLAND, SACO, AND PORTSMOUTH R. R., . . . 51 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Port- land.	Fare from Bost'n
					\$ cts.
SUMMER	BOSTON,.....	0	0	105	
ARRANGEMENT.	Lynn,.....	9	9	96	25
—	Salem,*.....	5	14	91	40
Passengers leave Bos-	Beverly,.....	2	16	89	45
ton, from the Sta-	Wenham,.....	4	20	85	56
tion in Commercial	Ipswich,.....	5	25	80	70
st., for Portland, at	Rowley,.....	4	29	76	80
7½ o'clock, A. M., &	Newburyport, ...	5	34	71	1 00
at 2½ P. M. daily.	Salisbury,.....	2	36	69	1 08
Sundays excepted.	Seabrook,.....	4	40	65	1 16
A train also leaves	Hampton Falls,...	2	42	63	1 24
Boston for Ports-	Hampton,.....	2	44	61	1 32
mouth, N. H., at 5½	Greenland,.....	5	49	56	1 48
P. M. For Salem,	PORTSMOUTH, ...	5	54	51	1 50
several times daily,	South Berwick,...	12	66	39	1 75
in addition to the	North Berwick, ...	6	72	33	1 95
above.	Wells,.....	5	77	28	2 25
	Kennebunk,.....	5	82	23	2 40
RETURNING,	Saco,.....	10	92	13	2 90
Leave Portland for	Scarboro',.....	8	100	5	3 00
Boston at 7½ A. M.	PORTLAND,.....	5	105	0	3 00
and 3 P. M. daily,					
Sundays excepted.					

* A Branch Railroad extends from Salem to Marblehead, a distance of 4 miles. Fare, 6½ cents.

Usual time, 5¼ hours.

During the season of navigation, passengers are conveyed, in connection with the cars, by steamboat from Portland to the Kennebec and Penobscot rivers,—running to Hallowell and Bangor, and the intermediate places.

Stages connect with this line of travel, running to the White Mountains of New Hampshire, and to all parts of Maine.

RAILROAD ROUTE

FROM BOSTON TO PORTLAND, ME., VIA BOSTON
AND MAINE RAILROAD.

BOSTON AND MAINE EXTENSION RAILROAD, . . .	17 miles.
BOSTON AND MAINE R. R.,	56 "
PORTLAND, SACO, AND PORTSMOUTH R. R., . . .	36 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Port- land.	Fare from Bost'n
					\$ cts.
SUMMER ARRANGEMENT. — Cars leave Boston from the Depot in HayMarketSquare, Sundays excepted, for Portland, at 7½ A. M. and 2½ P. M. Leave Boston for Haverhill, Mass., 5 times daily.	BOSTON,.....	0	0	109	
	Somerville,.....	2	2	107	10
	Malden,.....	3	5	104	15
	North Malden,....	2	7	102	20
	South Reading, ...	3	10	99	25
	Reading,	2	12	97	30
	Wilmington,.....	3	15	94	40
	Ballardvale,	6	21	88	60
	Andover,	2	23	86	60
	North Andover,...	3	26	83	70
RETURNING, Cars leave Portland at 7½ A. M. and 3 P. M. daily, Sun- days excepted.	Bradford,.....	5	31	78	85
	Haverhill,	1	32	77	85
	Plaistow,	5	37	72	1 00
	Newtown,.....	3	40	69	1 05
	East Kingston,...	4	44	65	1 20
	Exeter,.....	5	49	60	1 30
	South Newmarket,	4	53	56	1 40
	Newmarket,.....	3	56	53	1 50
	Durham,	5	61	48	1 60
	Madbury,.....	2	63	46	1 70
	Dover,	3	66	43	1 75
	Somersworth,* ...	3	69	40	1 85
	South Berwick, ...	4	73	36	1 90
	North Berwick,...	3	76	33	
	Wells,	5	81	28	
	Kennebunk,	5	86	23	
	Saco,.....	10	96	13	
	Scarboro',	8	104	5	
	PORTLAND,	5	109	0	3 00

* A Branch Road extends from this Depot to Great Falls Village, a distance of 3 miles.

Usual time from Boston to Portland, 5½ hours.

☞ A Line of Stages run from this road, at Dover, to Conway, N. H., and the White Mountains.

RAILROAD ROUTE

FROM BOSTON TO CONCORD, N. H.

BOSTON AND LOWELL RAILROAD,	26 miles.
NASHUA AND LOWELL R. R.,	15 "
CONCORD R. R.,	35 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Con- cord.	Fare from Bost'n
					\$ cts.
SUMMER ARRANGE- MENT.	BOSTON,.....	0	0	76	
—	Medford,	5	5	71	15
	South Woburn,*..	2½	7½	68½	20
Cars leave Boston,	Woburn,.....	2½	10	66	25
from the Depot in	Wilmington,.....	5	15	61	35
Lowell st., daily,	Billerica & Tewks- bury,.....	4	19	57	45
Sundays excepted,	Billerica Mills,...	2½	21½	54½	55
at 7, 9 & 11 A. M., &	LOWELL,	4½	26	50	65
at 2½ & 5½ P. M., for	Middlesex,.....	2	28	48	70
Lowell:— for Na-	Chelmsford,	2	30	46	75
shua and Concord,	Tyngsboro',	4	34	42	80
N. H., at 7 & 11 A.	Little's,	3	37	39	90
M., and 5½ P. M.	NASHUA,	4	41	35	1 00
RETURNING,	Thornton's Ferry,.	5	46	30	1 10
Cars leave Concord	Reed's Ferry,.....	5	51	25	1 20
at 5 & 11 A. M.,	Goff's Falls,	4	55	21	1 30
and 3½ P. M.	Manchester,	4	59	17	1 40
Leave Lowell at 7½	Hooksett,.....	8	67	9	1 60
9 & 11 A. M., and 2	CONCORD,	9	76	0	1 75
& 5½ P. M.					

* A Branch Railroad extends from this Depot to Woburn Centre, a distance of 2 miles.

Usual time from Boston to Concord, 3½ hours.

STAGES, on the arrival of the *first train* at Concord, leave by various routes for Hopkinton, Newport, Claremont, and Windsor; for Lebanon and Hanover; Plymouth and Haverhill; Canaan and Orford; Meredith Bridge, Centre Harbor, and the White Mountains. On the second day from Boston, stages reach Royalton, Middlebury, Montpelier, and Burlington, connecting there with the Steamboat Line to Montreal. Stages also run from Haverhill to Stanstead and Montreal.

RAILROAD ROUTE FROM BOSTON TO FITCHBURG.

FITCHBURG RAILROAD, 50 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Fitch- burg.	Fare from Bost'n
					\$ cts.
Cars leave the Depot in Charlestown for Fitchburg, at 7 A. M., 11 A. M., and 5 P. M. daily, Sun- days excepted.	Boston,.....	0	0	50	
	West Cambridge, .	6	6	44	15
	Waltham,.....	4	10	40	25
	Weston,.....	3	13	37	30
	Lincoln,.....	3½	16½	33½	40
	Concord,.....	3½	20	30	50
	South Acton,.....	5	25	25	65
	West Acton,.....	2	27	23	65
	Littleton,.....	4	31	19	80
	Groton,.....	4	35	15	90
RETURNING, Cars leave Fitchburg at 6½ A. M., 11 A. M., and 4½ P. M.	Shirley,.....	5	40	10	1 00
	Leominster,	5	45	5	1 15
	FITCHBURG,	5	50	0	1 25

Usual time from Boston to Fitchburg, 2½ hours.

The VERMONT AND MASSACHUSETTS RAILROAD, when finished, will extend from Fitchburg to Brattleboro', a distance of 65 miles.

STAGE ROUTES

THROUGH MASSACHUSETTS, NEW HAMPSHIRE, AND VERMONT.

Stages leave Fitchburg daily, on the arrival of the cars from Boston, for Keene and Walpole, N. H., and for Brattleboro', Chester, Rutland, Bennington, Middlebury, and Burlington, Vt.

Passengers intending to take stages from Fitchburg, can procure railroad and stage tickets at the stage office, in the City Tavern, Brattle st., Boston.

RAILROAD ROUTE

FROM BOSTON TO NEW BEDFORD AND FALL RIVER, MASS.

BOSTON AND PROVIDENCE R. R., to Mansfield,	25 miles.
TAUNTON BRANCH R. R.,	11 "
NEW BEDFORD AND TAUNTON R. R.,	20 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From New Bedf'd	Fare from Bost'n
SUMMER ARRANGEMENT.	BOSTON,.....	0	0		\$ cts.
—	Canton,	14	14		
	Mansfield,	11	25		
Cars leave Boston	Norton,	4	29		70
from the Providence	TAUNTON,	7	36		75
Depot, at the	Myrick's, *.....	6	42		1 00
foot of the Com-	NEW BEDFORD,...	14	56		1 50
mon, at 7½ A. M. &					
4½ P. M. daily, Sun-					
days excepted.					

* The FALL RIVER RAILROAD commences at this Depot, and extends a distance of 14 miles, to the village of Fall River. Passengers are conveyed at the same time with the New Bedford train. Fare from Boston to Fall River, \$1.45.

Usual time from Boston to New Bedford, 3 hours.

RAILROAD ROUTE

FROM PROVIDENCE TO NEW BEDFORD.

- Cars leave Providence for Taunton and New Bedford at 8 A. M. and 4½ P. M.
 " leave New Bedford for Boston and Providence at 7 A. M. and 3¾ P. M.

RAILROAD ROUTE FROM BOSTON TO PLYMOUTH.

OLD COLONY RAILROAD, 37 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Ply'th	Fare from Bost'n
					\$ cts.
SUMMER ARRANGE- MENT.	BOSTON,.....	0	0	37	
	Dorchester,.....	3	3	34	
	Neponset,	1½	4½	32½	
	Quincy,	3½	8	29	
	North Braintree, ..	2	10	27	
Cars leave South Bos- ton at 7¼ A. M. and 5 P. M.	West Braintree, ..	1	11	26	
	Weymouth,	3	14	23	
	Abington,	4½	18½	18½	
	South Abington, ..	1½	20	17	
	Hanson,	4	24	13	
RETURNING, Leave Plymouth at 7 A. M. and 4¼ P. M. daily, Sundays excepted.	Halifax,	4	28	9	
	Plympton,	1½	29½	7½	
	Kingston,	3½	33	4	
	PLYMOUTH,	4	37	0	1 00

RAILROAD & STEAMBOAT ROUTE

FROM BOSTON TO NEW YORK, VIA SPRINGFIELD,
HARTFORD, AND NEW HAVEN.

Passengers leave Boston for New York, by this route, at 4 P. M., being conveyed by steamboat from New Haven to New York, a distance of 78 miles; leaving N. Haven at 11 P. M. Total distance from Boston to New York, 238 miles.

The above train connects at Springfield with the N. York and Albany line, during the winter months, at 3 or 3½ P. M., reaching Albany at 9 P. M.

For a table of distances, &c., see page 41.

RAILROAD ROUTE FROM BOSTON TO ALBANY.

BOSTON AND WORCESTER RAILROAD,	44 miles
WESTERN RAILROAD,	118 "
ALBANY AND WEST STOCKBRIDGE R. R.,	38 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Bost'n	From Alb'y.	Fare from Bost'n
					\$ cts.
SUMMER ARRANGE- MENT.	BOSTON,.....	0	0	200	
—	Brighton,.....	5	5	195	17
	Angier's Corner,..	2	7	193	20
Cars leave Boston	Newton,.....	2	9	191	25
from the Depot, cor.	Needham,.....	4	13	187	35
Lincoln and Beach	Natick,.....	4	17	183	45
sts., for Albany and	<i>Framingham</i> ,.....	4	21	179	55
Troy, daily Sund's	Hopkinton,.....	3	24	176	65
excepted at 7½ A. M.	Southboro',.....	4	28	172	80
and 4 P. M., the lat-	Westboro',.....	4	32	168	90
ter train stopping	Grafton,.....	6	38	162	1 05
over night at Sp'ng-	WORCESTER,.....	6	44	156	1 25
field.	Clappville,.....	9	53	147	
	Charlton,.....	4	57	143	
	Spencer,.....	5	62	138	
	East Brookfield,..	2	64	136	
	South Brookfield, .	3	67	133	
RETURNING,	<i>West Brookfield</i> ,..	2	69	131	
Leave Albany at 8½	Warren,.....	4	73	127	
A. M. & 4¼ P. M.	Palmer,.....	10	83	117	
	North Wilbraham,	6	89	111	
Usual time from Bos-	Wilbraham,.....	3	92	108	
ton to Albany, 11	SPRINGFIELD,.....	6	98	102	2 75
hours.	West Springfield, .	2	100	100	
—	Westfield,.....	8	108	92	
Second class cars,	Russell,.....	8	116	84	
from Boston to Al-	Chester Village, ..	3	119	81	
bany, \$3. 35	<i>Chester Factory</i> , ..	7	126	74	
	North Becket,.....	9	135	65	
	Washington,.....	3	138	62	
	Hinsdale,.....	5	143	57	
	Dalton,.....	3	146	54	
	<i>Pittsfield</i> ,.....	5	151	49	
	Shaker Village, ..	3	154	46	
	Richmond,.....	5	159	41	
	<i>N. Y. State Line</i> , .	3	162	38	
	Canaan,.....	5	167	33	
	East Chatham,....	5	172	28	
	<i>Chatham 4 Corners</i> ,	5	177	23	
	Chatham Centre, .	3	180	20	
	Kinderhook,.....	4	184	16	
	Schodack,.....	8	192	8	
	ALBANY,.....	8	200	0	5 00

RAILROAD ROUTE

FROM SPRINGFIELD TO GREENFIELD, MASS.

CONNECTICUT RIVER RAILROAD, . . . 36 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Spr'g- field.	From Green- field.	Fare from Spr'gf.
					\$ cts.
Passenger cars leave	SPRINGFIELD,	0	0	36	
Springfield on the	Cabotville,*	3½	3½	32½	12½
arrival of cars from	Willimansett,	3½	7	29	25
Boston, Albany, N.	Smith's Ferry,	6	13	23	37½
Haven, & Hartford.	Northampton,†	4	17	19	50
	Hatfield,				
	Whately,				
	South Deerfield,				
	Deerfield,				
	GREENFIELD.	19	36	0	

* A branch railroad extends from near Cabotville to Chicopee Falls.

† Road to be completed between Northampton and Greenfield, Oct., 1846.

NOTE.—The Connecticut River Railroad will soon be extended to a junction with the Vermont and Massachusetts Railroad, (now constructing,) at or near Bel lows Falls, Vt. In a few years it will, no doubt, form a portion of a great line of railway extending from the city of New York to Quebec, intersecting the railroads in course of construction between Boston and Montreal.

CONNECTICUT VALLEY.

The morning and evening trains on the Western Railroad of Mass. connect at Springfield with the trains for Hartford and New Haven, on the south, and Northampton on the north; passengers may proceed to Greenfield, Brattleboro', Hanover, Burlington, &c. by the latter route.

FOR HUDSON.

The trains of the Hudson Railroad connect at Chatham and State Line, with runs on the Western Railroad, leaving Boston and Albany.

STAGES

Run from West Brookfield to Ware, Enfield, New Braintree, Hardwick, etc.; from Palmer to Three Rivers, Belchertown, Amherst, Ware, and Monson; and from Pittsfield to North Adams, Williamstown, Bennington, Lee, Lenox, etc.

FOR MONTREAL.

Through tickets to Montreal may be obtained at the Ticket Office of the Western Railroad in Boston, or of C. A. READ, 27 State street.

STEAM PACKETS SAILING FROM BOSTON.

BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS,

Sailing between Boston and Liverpool, England.

<i>Steamers.</i>	<i>Tons.</i>	<i>Commanders.</i>
ACADIA,	1200,	W. Harrison.
BRITANNIA,	1200,	J. Hewitt.
CALEDONIA,	1200,	E. G. Lott.
CAMBRIA,	1400,	C. H. E. Judkins.
HIBERNIA,	1200,	A. Ryrie.

A Steamship leaves Boston twice every month, for Liverpool, Eng.—stopping at Halifax, N. S., to land and receive passengers.

Passage from Boston to Liverpool, . . .	\$120
“ “ Halifax, . . .	20

The Steamer PORTLAND, Capt. T. Rogers, leaves Boston every Monday, for Eastport, Maine, and thence to St. John's, N. B.—a distance of 400 miles.

The Steamer CHARTER OAK, Capt. S. H. Howes, leaves Portland for Bangor, and intermediate landings on the Penobscot, during the season of navigation, every Monday, Wednesday, and Friday evening, at 9 o'clock, or immediately on the arrival of the afternoon through train of cars from Boston. Returning, will leave Bangor every Monday, Wednesday, and Friday, at 5 o'clock, A. M.

Passengers can secure their Tickets at the Eastern Railroad Depot.

The Steamer KENNEBEC, Capt. N. Kimball, during the season of navigation, leaves T wharf, Boston, for Bath, Gardiner, and Hallowell, Maine, every Tuesday and Friday evening, at 7 o'clock.

Returning, leaves the above places every Monday and Thursday.

☞ Travellers to the east of the Kennebec, and to Quebec, will find this a pleasant and expeditious route.

Steamboats also run from Boston to Portsmouth, N. H., Newburyport, Gloucester, Plymouth, Barnstable, Hingham, and Nahant.

CITY OF BOSTON.

[For a description of Boston, see "PICTURESQUE TOURIST."]

PRINCIPAL HOTELS IN BOSTON.

NAMES.	PROPRIETORS.	LOCATION.
Albion Hotel,	J. W. Barton,	Tremont street.
American House,	Lewis Rice,	42 Hanover street.
Bromfield House,	S. Crockett,	Bromfield street.
City Hotel,	Chamb'rlin & Gage,	Brattle street.
Colony House,	D. Bonney,	cor. Beach & Lincoln sts.
Commercial Coff. House,	Levi Whitney,	Milk street.
Eastern Exchange Hotel,	T. J. Coburn,	Eastern Avenue, near Eastern R.R. Depot.
Elm Street Hotel,	L. Doolittle,	9 Elm street.
Exchange Coffee House,	McGill & Fearing,	Devonshire street.
Franklin House,	D. Chamberlin,	44 Merchant's Row.
Fulton House,	Clark & Clough,	cor. Cross & Fulton sts.
Hanover House,	S. P. Damon,	50 Hanover street.
Marlborough Hotel,	John Coe,	229 Washington street.
Merch'ts Exchange Hotel,	F. Gorie,	State street.
Merrimac House,	J. L. Hanson,	Merrimac street.
New England House,	P. Stevens,	Clinton street.
Pavilion,	Lefavor & Fish,	41 Tremont street.
Pearl Street House,	P. Shepard,	Pearl street.
Pemberton House,	A. H. Murdock,	Howard street.
Quincy House,	E. Wheelock,	Brattle square.
Tremont House,	John Tucker,	Tremont street.
United States Hotel,	Holman & Clark,	cor. Kingston, Beach & Lincoln streets.
Washington House,	E. S. Goodnow,	158 Washington street.
Winthrop House,	John Wright,	Tremont street.

PRINCIPAL HOTELS IN PROVIDENCE.

American House,	69 North Main street.
City Hotel,	28 Broad street.
Franklin House,	23 Market square.
Mansion House,	79 Benefit street.
Manufacturers' Hotel,	17 Market square.
Tockwotten House,	{ Hope st., near Steamboat Land- ing & Railroad Depot.

PRINCIPAL HOTELS IN PORTLAND, ME.

American House,	Congress street.
Casco Temperance House,	Middle street.
Elm Tavern,	Federal street.
United States Hotel,	cor. Congress and Federal streets.
Cape Cottage,	{ on Cape Elizabeth, 3 miles from Portland.

TRAVELLER'S DIRECTORY FOR BOSTON.

PREPARED EXPRESSLY FOR THE TRAVELLER.

SUMMER ARRANGEMENT.

Passenger trains leave Boston daily,

FOR	DEPOT	HOURS.
Albany & Troy	Worcester	7 $\frac{1}{2}$ A. M. & 4 P. M.
Andover	Me. Extension	7 $\frac{1}{4}$, 11 $\frac{1}{2}$ A. M. 2 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6 P. M.
Concord, Mass.	Charlestown	7, 11 A. M. 5 P. M.
Concord, N. H.	Lowell	7, 11 A. M. 5 $\frac{1}{2}$ P. M.
Dedham	Providence	8 A. M. 12 $\frac{1}{2}$, 3 $\frac{1}{2}$, 6 $\frac{1}{2}$ P. M.
Dover	Me. Extension	7 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$, 4 $\frac{1}{2}$ P. M.
Fitchburg	Charlestown	7, 11 A. M. 5 P. M.
Fresh Pond	"	6, 10 A. M. 1 $\frac{1}{2}$, 4 $\frac{1}{4}$ P. M.
Fall River	Providence	8 $\frac{1}{2}$ A. M. 3 $\frac{1}{2}$ P. M.
Hartford	Worcester	7 $\frac{1}{4}$ A. M. 4 P. M.
Haverhill	Me. Extension	7 $\frac{1}{4}$, 11 $\frac{1}{2}$ A. M. 2 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6 P. M.
Lowell	Lowell	7, 9, 11 A. M. 2 $\frac{1}{2}$, 5 $\frac{1}{2}$ P. M.
Millbury	Worcester	7 $\frac{1}{4}$ A. M. 5 $\frac{1}{2}$ P. M.
Nashua	Lowell	7, 11 A. M. 5 $\frac{1}{2}$ P. M.
Newburyport	Eastern	7 $\frac{1}{4}$, 11 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$, 5 $\frac{1}{2}$ P. M.
New Bedford	Providence	7 $\frac{1}{4}$ A. M. 4 $\frac{1}{2}$ P. M.
New Haven	Worcester	7 $\frac{1}{4}$ A. M. 4 P. M.
Newton	"	7 $\frac{1}{2}$, 9 $\frac{1}{2}$ A. M. 1 $\frac{1}{2}$, 2 $\frac{1}{2}$, 4 $\frac{1}{2}$, 7, 9 P. M.
Norwich	"	7 $\frac{1}{2}$, 8 $\frac{1}{2}$ A. M. 5 P. M.
Plymouth	Old Colony	7 $\frac{1}{4}$ A. M. 5 P. M.
Portland	Eastern	7 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$ P. M.
"	Me. Extension	7 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$ P. M.
Portsmouth	Eastern	7 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$, 5 $\frac{1}{2}$ P. M.
Providence	Providence	7 $\frac{1}{2}$ A. M. 4 and 5 P. M.
Reading	Me. Extension	7 $\frac{1}{4}$, 9, 11 $\frac{1}{2}$ A. M. 2 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6, 8 P. M.
Salem	Eastern	7 $\frac{1}{2}$, 9, 11 $\frac{1}{4}$ A. M. 12 $\frac{1}{4}$, 2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 5 $\frac{1}{2}$, 6 $\frac{1}{2}$, 8 $\frac{1}{4}$ P. M.
Somersworth	"	7 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$ P. M.
"	Me. Extension	7 $\frac{1}{4}$ A. M. 2 $\frac{1}{2}$, 4 $\frac{1}{2}$ P. M.
South Braintree	Old Colony	7 $\frac{1}{4}$, 10 $\frac{1}{2}$ A. M. 2 $\frac{1}{2}$, 5, 7 P. M.
Springfield	Worcester	7 $\frac{1}{2}$ A. M. 4 P. M.
Stoughton	Providence	11 $\frac{1}{2}$ A. M. 5 $\frac{3}{4}$ P. M.
Taunton	"	7 $\frac{1}{4}$ A. M. 4 $\frac{1}{2}$ P. M.
Worcester	Worcester	7 $\frac{1}{2}$ A. M. 2 $\frac{1}{4}$, 4, 5 $\frac{1}{2}$ P. M.
Waltham	Charlestown	7, 10, 11 A. M. 2 $\frac{1}{2}$, 5, 5.55 P. M.
Woburn	Lowell	8, 11 $\frac{3}{4}$ A. M. 3, 6 $\frac{1}{2}$ P. M.

STEAMBOAT TRAINS FOR NEW YORK.

VIA	DAYS.	DEPOT.	HOURS.
Norwich.....	Daily, except Sun.....	Worcester.....	5 P. M.
Prov. and Newport..	" " "	Providence.....	5 P. M.
Stonington.....	" " "	"	5 P. M.
Long Island.....	" " "	Worcester.....	8 $\frac{1}{2}$ A. M.
Springfield & New Haven.....	" " "	"	4 P. M.

RAILROAD ROUTE

FROM HUDSON TO WEST STOCKBRIDGE.

HUDSON AND BERKSHIRE RAILROAD . . . 34 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Hud'n	From W. S.	Fare from Hud'n
					\$ cts.
Cars leave the Depot in Hudson, (1 mile from the river,) at 6½ o'clock, A. M., and 2½ P. M. During warm weather the afternoon train leaves at 4½ P. M., or on the arrival of the steamboat from New York.	HUDSON	0	0	33	
	Mellenville	7	7	26	25
	Ghent	5	12	21	37½
	Chatham	4	16	17	50
	Chapman's	5	21	12	62½
	Edwards'*	6	27	6	75
	State Line†	3½	30½	2½	87½
	W. STOCKBRIDGE.	2½	33	0	1 00

* Stages leave Edwards' on the arrival of the cars from Hudson, for Lebanon Springs, 8 miles.

† At the State Line commences the *Western Railroad* of Massachusetts. The *Housatonic Railroad* extends south to Bridgeport, Ct.

RAILROAD ROUTE

FROM ALBANY TO SARATOGA, VIA SCHENECTADY,

Connecting with a line of travel to Lake George, Whitehall, & Montreal

MOHAWK AND HUDSON RAILROAD, . . . 17 miles.

SARATOGA AND SCHENECTADY do. . . 22 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Alb'y.	From S. Sps.	Fare from Alb'y
					\$ cts.
SUMMER ARRANGEMENT. — Cars leave Albany for Ballston Spa and Saratoga Springs at 8½ A. M. daily, and 3¼ P. M. (except Sundays.)	ALBANY	0	0	39	
	Schenectady	17	17	22	50
	Ballston Spa	15	32	7	1 25
	Saratoga Springs..	7	39	0	1 50

RAILROAD ROUTE

FROM TROY TO SARATOGA SPRINGS.

RENSSELAER AND SARATOGA RAILROAD,	.	.	25 miles.
SARATOGA AND SCHENECTADY	"	.	7 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Troy.	From S. Sps.	Fare from Troy.
					\$ cts.
SUMMER ARRANGEMENT.	TROY	0	0	32	
—	Waterford.....	4	4	28	12½
Cars leave Troy morning and afternoon.	Mechanicsville ...	8	12	20	50
	Ballston Spa.....	13	25	7	1 12½
RETURNING, Cars leave Saratoga Springs twice daily.	Saratoga Springs..	7	32	0	1 50

Passengers are conveyed between Albany and Troy, by railroad cars, steamboats, and stages, which are constantly running between the two places, connecting with the line of travel to Saratoga Springs, Lake George, Whitehall, and Montreal.

LAKE GEORGE.

Stages leave Saratoga Springs several times daily for the *Lake House*, situated in the village of Caldwell, at the head of Lake George. A steamboat plies daily between the Lake House and the landing at Ticonderoga,—from thence a line of stages convey passengers to the steamboat landing on Lake Champlain—affording a fine view of the above celebrated lake, and the ruins of old *Fort Ticonderoga*. At the latter place is situated a good public house, delightfully situated near the lake shore.

Steamboats running on Lake Champlain stop at Ticonderoga, several times daily, to land and receive passengers.

RAILROAD, CANAL PACKET, AND STAGE ROUTES, BETWEEN TROY AND WHITEHALL.

RED BIRD LINE.

CANAL packets leave Troy daily at 11 o'clock, A. M. for Whitehall. Passengers also leave Troy daily at 3½ P. M. by cars for the Burrough, 12 miles; thence by the above packet to Whitehall.

RETURNING—A packet leaves Whitehall daily at 6 o'clock A. M., on the arrival of the night boats on Lake Champlain. Also, Mondays, Wednesdays, and Fridays, in the evening, on the arrival of the day boats.

Distance from Troy to Whitehall, 66 miles. Usual fare, \$1 25 by packet; do. \$1 50 by cars and packet. Time, 12 hours.

This line of travel extends through a picturesque and deeply interesting section of country,—affording a fine view of the Hudson river and its cultivated banks,—passing the battle fields made memorable by the capture of Burgoyne, and places fortified during the old French war.

STAGES

Leave Troy daily at 8 o'clock A. M., via Union Village, for Whitehall

RETURNING—Leave Whitehall daily on the arrival of the steamboats on Lake Champlain, arriving in time for the evening boat for New York. Distance, 67 miles; usual time, 9 hours.

A line of stages also leave Saratoga Springs daily at 10½ A. M. for Whitehall, via Sandy Hill.

RETURNING—Leave Whitehall daily on arrival of the lake steamboats, reaching Saratoga Springs in time for the afternoon run of cars, arriving in Troy in season for the evening boat for New York, and the night run to Boston

STAGE ROUTES

FROM ALBANY AND TROY TO WHITEHALL.

A line of stages leave Albany daily at 7 o'clock A. M., running through Troy, Waterford, Schuylerville, Fort Miller, and Sandy Hill to Whitehall, connecting with steamboats on Lake Champlain and the Hudson river. Distance, 72 miles; usual fare, \$2 00.

UNITED STATES EXPRESS MAIL LINE.

Another line of stages leave Albany daily, Sundays excepted, summer and winter, running through Troy, Salem, Castleton, and Middlebury, to Burlington, Vt., thence to St. John's and Montreal.

STEAMBOAT AND RAILROAD ROUTE

THROUGH LAKE CHAMPLAIN TO MONTREAL,

Steamer Burlington,	.	.	Capt. R. W. Sherman.
" Whitehall,	.	.	" G. Lathrop.

One of the above boats leaves Whitehall daily at 10 o'clock A. M., arriving in St. John's, Canada, next morning, stopping at the intermediate ports.

RETURNING—Leave St. John's daily at 3 P. M., arriving in Whitehall next morning. Distance, 150 miles; usual fare, \$2 00.

DAY BOATS.

Steamer Francis Saltus,	.	.	Capt. H. G. Tisdale.
" Saranac,	.	.	" P. T. Davis.

The above boats leave Whitehall Tuesdays, Thursdays, and Saturdays at 5 A. M. for St. John's, Canada.

RETURNING—Leave St. John's at 5 A. M. for Whitehall, Mondays, Wednesdays, and Fridays; stopping at the intermediate ports.

CAYUGA LAKE.

Steamboat **SIMON DEWITT**, Capt. **WILCOX**, and steamboat **ITHACA**. The above boats run in connection with the Auburn and Rochester and Ithaca and Owego railroads, and by stage routes to Elmira, Corning, Bath, and Greene. Also to Binghamton, Montrose, Towanda, and Athens, Pa.

The boats leave Ithaca every morning, (Sundays excepted,) at 6 o'clock, arriving at Cayuga Bridge in time for the cars going East and West. Distance 40 miles. Returning, leaving the Bridge at 1 P. M., arriving at Ithaca in season for the cars to Owego, which leave at 6 P. M.

SENECA LAKE.**UNITED STATES MAIL LINE.**

Steamboat RICHARD STEVENS , . . .	Capt. Geo. Dakin.
“ CHEMUNG , . . .	“ A. Wheeler.

ONE of the above boats leaves Geneva every morning, (Sundays excepted,) at 7 o'clock A. M., running to Jefferson at the head of the lake, 40 miles; stopping at the intermediate ports. Leaves Jefferson at 12½ P. M. Fare through, \$1 00. Meals, extra.

This line runs summer and winter, connecting at Geneva with the railroad cars running east and west; at Dresden with stages running to Penn-Yan and Bath; at Lodi with stages running to Ithaca, Owego, Binghamton, and thence to Middletown, Orange Co., uniting with runs on the New York and Erie Railroad. At Jefferson with stages running to Elmira and Corning; thence by both routes by railroad and stages to Philadelphia.

CROOKED LAKE.

Steamboat STEUBEN , . . .	Capt. John Gregg.
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THE above boat runs from the middle of April to the middle of November, between the landing near Penn-Yan to Hammondsport, 22 miles; connecting with a daily line of travel between the villages of Geneva and Bath, Steuben Co., a distance of 46 miles.

U. S. MAIL ROUTE FROM ALBANY TO BUFFALO.

MOHAWK AND HUDSON RAILROAD,	.	.	.	17 miles.
UTICA AND SCHENECTADY "	.	.	.	78 "
SYRACUSE AND UTICA "	.	.	.	53 "
AUBURN AND SYRACUSE "	.	.	.	26 "
AUBURN AND ROCHESTER "	.	.	.	78 "
TONAWANDA R. R., (Rochester to Attica,)	.	.	.	43 "
ATTICA AND BUFFALO R. R.,	.	.	.	31 "

Passengers leave Albany from the Depot in Maiden Lane.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Alb'y.	From Buf-falo.	Fare from Alb'y.
					\$ cts.
	ALBANY,	0	0	326	
	SCHENECTADY, ...	17	17	309	50
Cars leave Albany for Utica, Syracuse, Rochester, Buffalo, &c., at 7½ A. M., 1 and 7½ P. M	Hoffman's,	9	26	300	87
	Cranesville,	3	29	297	1 00
	Amsterdam,	4	33	293	1 13
	Tribes' Hill,	5	38	288	1 37
	Fonda,	6	44	282	1 50
	Spraker's,	8	52	274	1 63
	Palatine Bridge,...	3	55	271	2 00
RETURNING, Cars leave Buffalo for the east three times daily, except during the winter months.	Fort Plain,	3	58	268	2 12
	Palatine Church, ..	3	61	265	2 25
	St. Johnsville,	3	64	262	2 38
	Little Falls,	10	74	252	2 75
	Herkimer,	6	80	246	3 00
	Schuyler,	7	87	239	3 25
	UTICA,	8	95	231	3 50
	Whitesboro',	3	98	228	
	Oriskany,	4	102	224	
	Rome,	7	109	217	
	Verona Centre, ...	9	118	208	
	Oneida Depot,	4	122	204	
	Wampsville,	3	125	201	
	Canastota,	3	128	198	
	Chittenango,	6	134	192	
	Manlius,	4	138	188	
	SYRACUSE,	10	148	178	5 50
	Geddes,	2	150	176	
	Camillus,	6	156	170	
	Elbridge,	8	164	162	
	Skaneateles Junc.,	1	165	161	
	Sennet,	4	169	157	
	AUBURN,	5	174	152	6 50
	Cayuga Bridge,	10	184	142	

U. S. Mail Route from Albany to Buffalo—Continued.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Alb'y.	From Buf-falo.	Fare from Alb'y.
					\$ cts.
	Seneca Falls,	5	189	137	
	Waterloo,	4	193	133	
	Geneva,	7	200	126	
	Oak's Corners,	5	205	121	
	East Vienna,	3	208	118	
	West Vienna,	1	209	117	
	Clifton Springs, ...	3	212	114	
	Short's Mills,	5	217	109	
	Chapinsville,	3	220	106	
	Canandaigua,	3	223	103	
	Victor,	9	232	94	
	Pittsford,	12	244	82	
	Brighton,	4	248	78	
	ROCHESTER,	4	252	74	9 50
	Churchville,	14	266	60	
	Bergen,	4	270	56	
	Byron,	7	277	49	
	Batavia,	7	284	42	
	Alexander,	8	292	34	
	ATTICA,	3	295	31	
	Darien,	6	301	25	
	Alden,	5	306	20	
	Lancaster,	10	316	10	
	BUFFALO,	10	326	0	12 00

Usual time from Albany to Schenectady, 1 hour.

" " Schenectady to Utica, 5 hours 30 minutes.

" " Utica to Syracuse, 3 hours 30 minutes.

" " Syracuse to Auburn, 2 hours.

" " Auburn to Rochester, 6 hours

" " Rochester to Buffalo, 5 hours.

Total time from Albany to Buffalo, 24 hours.

RAILROAD ROUTE

FROM ALBANY TO SARATOGA SPRINGS.

Passenger cars leave the Depot in Albany, twice daily during the summer months, and once daily during the winter months, for Ballston Spa and Saratoga Springs, via Schenectady. Distance, 38 miles.

RAILROAD ROUTES LEAVING TROY.

TROY AND BUFFALO.

Passenger cars leave Troy, morning and evening, for Schenectady, Buffalo, &c., during the fall and winter months, and three times daily in summer, starting from River st. Fare same as from Albany.

TROY AND SARATOGA SPRINGS.

Cars leave Troy for Ballston Spa and Saratoga Springs, twice daily, during the summer months, and once daily during the winter months. Distance, 31 miles. Usual time, 2 hours.

TROY, WHITEHALL, AND MONTREAL.

During the season of navigation, cars running in connection with Packet Boats from the Borough, (12 miles,) leave Troy daily, at 3½ o'clock, P. M., except Sundays. Also, a daily run, via Saratoga Springs, at 8 o'clock, A. M., arriving at Whitehall in season for the steamers on Lake Champlain, running through to St. John's, Canada; connecting with lines of travel at Ticonderoga, Burlington, and Plattsburgh.

In winter, passengers are conveyed by Railroad and Stages, from Troy to Montreal, daily, Sundays excepted.

TROY AND GREENBUSH RAILROAD.

Cars run hourly on this road, carrying passengers between Troy and Albany, connecting with runs on the Boston and Western Railroads. Distance, 6 miles. Fare, 12½ cents.

CANAL PACKET ROUTE

FROM SCHENECTADY TO BUFFALO AND OSWEGO.

From Schenectady to Utica, by Erie Canal,	80 miles.
“ Utica to Syracuse, “ “	61 “
“ Syracuse to Rochester, “ “	98 “
“ Rochester to Buffalo, “ “	95 “
“ Syracuse to Oswego, by Oswego Canal,	38 “

PACKET BOAT ARRANGEMENTS FOR 1846.

Two Daily Lines from Schenectady to Buffalo, &c.

Distance, 334 miles. Fare through, with board, \$7.50,—
without board, \$5.50.

Two Daily Lines of Packet Boats will be run, through the season of canal navigation, from Schenectady to Buffalo, and from Syracuse to Oswego.

Leaving Schenectady every morning and evening, on the arrival of the cars from Albany and Troy, for the west.

Leave Buffalo, morning and evening, for the east—connecting at Utica, Syracuse, and Rochester, with trains of cars from the east and the west.

A Packet Boat leaves Syracuse for Oswego, on the arrival of the morning and evening Packet Boats and trains of cars, arriving at Oswego in time for the Steamboats touching at the several ports on Lake Ontario and River St. Lawrence.

LAKE ONTARIO ROUTE.

During the season of navigation, a Daily Line of Steamboats runs between Oswego, Rochester, and Lewiston, on their upward trip, connecting, at the latter place, with Railroads extending to Niagara Falls and Buffalo.

On their downward trip, they run to Sackett's Harbor, Kingston, Canada, and Ogdensburgh, connecting with a line of travel to Montreal and Quebec.

LAKE ONTARIO STEAMERS, 1846.

UNITED STATES MAIL LINE.

LADY OF THE LAKE,	425 tons.	.	Capt. J. J. Taylor.
NIAGARA,	450 "	.	" R. F. Child.
ST. LAWRENCE,	450 "	.	" J. Van Cleve.
ROCHESTER,	450 "	.	" H. N. Throop.

The above steamers will form a six day line between

LEWISTON, OSWEGO, AND OGDENSBURGH,

Landing at intermediate ports, and leaving as follows:

Downwards.

Leave Lewiston daily, except Saturdays, at.....	3 P. M.
" Rochester " " "	10 P. M.
" Oswego " " Sundays, at	8 A. M.
" Sackett's Harbor " "	12 M.
" Kingston " " "	3 P. M.

Arriving at Ogdensburgh early in the evening, and will connect with the morning line of steamers for Montreal.

Upwards.

Leave Ogdensburgh daily, except Sundays, at	8 A. M.
" Kingston " " "	5 P. M.
" Sackett's Harbor " "	9 P. M.
" Oswego " " "	9 A. M.
" Rochester " " "	6 P. M.

And arrive at Lewiston at 4 o'clock, A. M., in time for the cars for Niagara Falls and Buffalo.

RATES OF FARE.

	Cabin.	Deck.
Between Oswego and Sackett's Harbor,.....	\$1 50	\$1 00
" Oswego and Kingston.....	2 50	1 50
" Oswego and Ogdensburgh.....	3 00	2 00
" Oswego and Rochester.....	2 00	1 50
" Oswego and Lewiston.....	3 00	2 00
" Ogdensburgh and Lewiston.....	6 00	3 00

No extra charge to cabin passengers for meals.

The above steamers connect at Rochester with the Canadian steamers running three times a week between that port and Toronto; and at Lewiston with the American steamer Telegraph, Capt. Masson, which leaves daily for Hamilton, Canada.

BUFFALO AND NIAGARA FALLS RAILROAD.

Extending from the city of Buffalo to Niagara Falls, 22 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Buff.	From Niag'a	Fare from Buff.
					\$ cts.
SUMMER ARRANGM'T	BUFFALO	0	0	22	
—	Black Rock.....	3	3	19	12½
Cars leave Buffalo	Tonawanda.....	8	11	11	37½
morning and even-	NIAGARA FALLS ..	11	22	0	75
ing.					

Usual time from Buffalo to Niagara Falls, 1 hour 30 minutes.

LOCKPORT AND NIAGARA FALLS RAILROAD.

Extending from Niagara Falls to Lockport, 24 miles.

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Niag'a	From Lock.	Fare from N. F.
					\$ cts.
SUMMER ARRANGM'T	NIAGARA FALLS ..	0	0	24	
—	J'n Lewiston R.R.*	6	6	18	25
Cars leave Lockport,	Pekin	6	12	12	37
&c., morning and	LOCKPORT.....	12	24	0	75
evening.					

Usual time, 1 hour 45 minutes.

* To LEWISTON, 3 miles from Junction near the Tuscarora Indian settlement.

STEAMBOAT AND RAILROAD ROUTE FROM BUFFALO TO QUEENSTON, CAN.

STEAMBOAT from Buffalo to Chippewa.....20 miles.

CHIPPEWA AND QUEENSTON RAILROAD10 "

TIME OF LEAVING.	STOPPING PLACES.	Miles.	From Buff.	From Q'nsn	Fare from Buff.
					\$ cts
SUMMER ARRANGM'T					
—	BUFFALO	0	0	30	
Steamer Emerald	CHIPPEWA.....	20	20	10	50
leaves Buffalo dai-	Niagara Falls.....	3	23	7	75
ly at 9 A. M.	Drummondsville ..	1	24	6	75
RETURNING, leaves	QUEENSTON	6	30	0	1 00
Chippewa at 2 P.M.					

LIST OF STEAMBOATS

RUNNING ON LAKES ERIE, HURON, AND MICHIGAN—1846.

BUILT.	NAME.	TONS.	BUILT.	NAME.	TONS.
1833.	Romeo.....	180	1841.	Indiana.....	544
"	Chautauque.....	204	1842.	John Owen.....	230
1835.	Chesapeake.....	412	1843.	Nile.....	643
"	Wayne.....	390	"	Julia Palmer.....	300
1836.	New England.....	416	1844.	Empire.....	1136
"	Harrison.....	326	"	St. Louis.....	618
"	Helen Strong.....	253	"	New Orleans.....	610
1837.	Wisconsin.....	887	"	Waterloo.....	141
"	Illinois.....	755	"	Indian Queen.....	112
"	Madison.....	630	1845.	Niagara.....	1084
"	Cleveland.....	580	"	Oregon.....	781
"	Constellation.....	483	"	Boston.....	775
"	Rochester.....	472	"	Superior.....	567
"	Bunker Hill.....	457	"	Troy.....	547
"	Constitution.....	443	"	Lexington.....	363
"	Columbus.....	391	"	Tecumseh.....	259
1838.	Great Western.....	781	"	Scott.....	240
"	Buffalo.....	612	"	Chicago.....	186
"	Clinton.....	413	1846.	Louisiana.....	900
"	United States.....	366	"	Saratoga.....	800
"	Champion.....	270	1843.	Michigan, <i>U. S. Gov.</i>	583
"	St. Clair.....	250	"	Surveyor,	133
"	Huron.....	150	1846.	Dallas,	370
1839.	James Allen.....	250	1837.	Goderich, <i>Canadian.</i>	200
"	Franklin.....	230	1839.	Brothers,	250
"	Marcy.....	161	1843.	Emerald,	216
1840.	Missouri.....	612	1845.	London,	456
"	Detroit.....	350	1838.	Experim't, <i>Can. Gov.</i>	150
"	Red Jacket.....	148	1840.	Minos,	400

Total, 58 steamers.

Total tons.....25,455

Add sundry unenumerated steamers of a small class..... 4,545

Grand total tons..... 30,000

In addition to the above there are now 20 steam propellers navigating the above lakes, from 200 to 450 tons burthen, carrying passengers and freight.

ESTABLISHED PRICES.—1846

ON LAKE ERIE.			BUFFALO TO		Cabin. St'rage.
BUFFALO TO			Maumee River and		
Erie.....	\$2 50	\$1 50	Detroit.....		6 00 3 00
Conneaut and Ash-					
tabula.....	4 00	2 50			
Fairport.....	5 00	2 50			
Cleveland.....	5 00	2 50			
Black River and San-					
dusky.....	6 00	3 00			
			UPPER LAKES.		
			Mackinac.....	10 00	6 00
			Milwaukie & Racine	12 00	6 00
			Southport & Chicago	12 00	6 00

TROY AND NEW YORK STEAMBOAT LINE,

COMPRISING the splendid steamers TROY, NIAGARA, EMPIRE, and COLUMBIA, running as Morning and Evening Boats between Troy, Albany, and New York.

DAILY MORNING LINE—(Sundays excepted,)

Making all the regular landings on the Hudson River.

The steamer TROY, Capt. A. Gorham, leaves Troy at 6 o'clock, and Albany at 7 o'clock A. M., Mondays, Wednesdays, and Fridays.

Leaves New York from foot of Barclay street at 7 o'clock A. M., Tuesdays, Thursdays, and Saturdays.

The steamer NIAGARA, Capt. Wm. Elsworth, leaves Troy and Albany, Tuesdays, Thursdays, and Saturdays.

Leaves New York from foot of Barclay street, Mondays, Wednesdays, and Fridays, starting same hours.

The above boats run through by daylight, affording passengers an opportunity of viewing the beautiful scenery on the Hudson river.

THROUGH EVENING LINE.

The steamer EMPIRE, Capt. R. B. Macy, leaves Troy at 5 $\frac{3}{4}$, and Albany at 7 o'clock P. M., Mondays, Wednesdays and Fridays.

Leaves New York from foot of Cortland street, at 7 o'clock P. M., Tuesdays, Thursdays, and Saturdays.

The steamer COLUMBIA, Capt. Wm. H. Peck, leaves Troy and Albany, Tuesdays, Thursdays, and Saturdays.

Leaves New York from foot of Cortland street, Mondays, Wednesdays, and Fridays, same hours as above.

For passage or freight apply at the office, foot of Barclay and Cortland streets, New York, or to the captain on board.

C. H. TUPPER, *Agent*, New York.

L. H. TUPPER, *Agent*, Troy.

EXPRESS LINE.

OPPOSITION BETWEEN NEW YORK AND
ALBANY.

THE new and splendid steam-yacht **RIP VAN WINKLE**, Capt. L. D. Abell, will run the coming season, commencing at the opening of river navigation, and continue until the close,

Leaving Albany, Mondays, Wednesdays, and Fridays, at 7 o'clock P. M.

Leaving New York, Tuesdays, Thursdays, and Saturdays, at 7 o'clock P. M.

The **RIP VAN WINKLE** is a new boat, built in the spring and summer of 1845, and is celebrated for great strength, speed, and mode of construction. She is propelled by one of Lighthall's superior, patent-improved, low-pressure engines of the first class, and having a very light draught of water, will enable her to pass the bars at all times, even at the lowest stages of the water, when the other boats are obliged to have tenders to carry their passengers from and to the boats below the bars.

The **RIP VAN WINKLE** has thirty-three splendid, large and airy state-rooms, which are not excelled by those of any other boat on the river, besides a large after-promenade saloon, enclosed and finished off in the most costly manner; being a decided improvement of which no other boat on the Hudson river can boast, and passengers can enjoy the scenery of the noble Hudson, without the annoyance of falling cinders, or being exposed to the pelting storm, as the enclosure of the saloon is entirely of glass, which can be thrown open in pleasant weather, or closed in storms, giving comfort equal to a drawing room.

The travelling public are solicited to patronize the **RIP VAN WINKLE**, the regular opposition boat that gives you cheap travelling.

ALBANY LINE.

INDEPENDENT OPPOSITION.

THE steamboat BELLE, Capt. Samuel Schuyler, will run regularly through the season of 1846, between Albany and New York.

The BELLE is fitted up with state-rooms, and for speed and accommodation is not surpassed on the Hudson river. A portion of public patronage is solicited.

For light freight or passage, apply to the captain on board, foot of Robinson street, New York, or at the office, 29 Quay street, Albany.

THOMAS SCHUYLER, *Agent.*

PRINCIPAL HOTELS IN ALBANY.

NAMES.	PROPRIETORS	LOCATION.
American Hotel,	C. N. Bement,	100 State street.
City Hotel,	C. Foster,	23 Broadway.
Congress Hall,	G. Langdon,	Park Place.
Delavan Temp. House,	N. Rogers,	77 Broadway.
Eagle Tavern,	H. P. Stevens,	105 Market street.
Franklin House,	E. Beebe,	136 & 138 State street.
Mansion House,	Griffin & Smith,	24 Broadway.
Stanwix Hall,	Comstock & Son,	cor. B'dway & Maiden l.
Townsend House,	Fisk & Houghton,	56 Market street.

PRINCIPAL HOTELS IN TROY.

American Hotel,	Shepard & Miller,	Fourth cor. Elbow st.
Mansion House,	E & W. Dorton,	Washington Square.
National Temp. House,	Osborne & Mathews,	River. cor. Ferry street
Troy House,	Coleman & Rogers,	River cor. First street.
Washington Hall,	P. Dorton,	331 River street.

USUAL FARES,

FOR ONE PERSON, FROM THE HOTELS, TO THE RAIL-
ROAD DEPOTS, AND STEAMBOAT WHARVES.

BOSTON.

Coach fare, with baggage,..... 25 cents.

NEW YORK.

Coach and Cab fare, with baggage,.....	25	“
Carman's fees,	25	“
Porter's fees,	18 $\frac{3}{4}$	“

PHILADELPHIA.

Coach fare,* with baggage,	37 $\frac{1}{2}$	“
Porter's fees,	25	“

BALTIMORE.

Coach fare, with baggage,	37 $\frac{1}{2}$	“
Porter's fees,	25	“

WASHINGTON.

Coach fare, with baggage,	25	“
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☞ For further information, see the laws relating to Hackney Coaches, &c., which can usually be found in the carriages, as required by law.

* The law allows 50 cents for *one* or two passengers.

COACH AND CAB FARE IN THE CITY OF NEW YORK.

THE PRICES OR RATES OF FARE TO BE TAKEN BY OR PAID TO THE OWNERS OR DRIVERS OF HACKNEY COACHES, CARRIAGES, OR CABS, SHALL BE AS FOLLOWS, TO WIT :

1. For conveying a passenger any distance not exceeding one mile, 25 cents ; for conveying two passengers the same distance, 50 cents, or 25 cents each, and every additional passenger 25 cents, (ordinary baggage included.)

2. For conveying a passenger any distance exceeding a mile, and within two miles, 50 cents, and for every additional passenger, 25 cts.

4. For conveying one passenger to Forty-second-street, and remaining half an hour and returning, \$1 ; and for every additional passenger, 25 cents.

7. For conveying one or more passengers to Harlem, and returning, with the privilege of remaining three hours, \$4.

8. For conveying one or more passengers to Kingsbridge, and returning, with the privilege of keeping the carriage or cab all day, \$5.

9. For the use of a hackney coach, carriage, or cab, by the day, with one or more passengers, \$5.

11. For children between two and fourteen years of age, half price only is to be charged ; and for children under two years of age, no charge is to be made.

12. Whenever a hackney coach, carriage, or cab, shall be detained, excepting as aforesaid, the owner or driver shall be allowed after the rate of 75 cents for an hour, 37½ cents for each and every subsequent hour.

13. For attending a funeral within the Lamp and Watch District, \$2, and the Potter's Field, \$3 ; which charge shall include for the necessary detention and returning with passengers.

2. In case of disagreement as to distance or price, the same shall be determined by the Mayor or Superintendent of Hackney Coaches, Carriages, and Cabs.

3. The owner of any coach, carriage, or cab, shall not demand or receive any pay for the conveyance of any passenger, unless the number of the carriage, and the rates and prices of fare shall be fixed and placed in a manner hereinafter directed by section second of title fourth of this law, at the time such passenger may be conveyed in such carriage or cab.

4. The owner or driver of any hackney coach, carriage, or cab, shall not be entitled to recover or receive any pay from any person from whom he has demanded any greater price of rates than he may be authorized to receive as aforesaid.

5. Upon the trial of any cause commenced for the recovery of any of the aforesaid prices or rates, it shall be incumbent on the plaintiff or plaintiffs in such action, to prove that the number and prices or rates were placed and fixed in pursuance of the provisions of this law, at the time the services were rendered for which the suit may be brought.

6. No owner or driver of any hackney coach, carriage, or cab, in the city of New York, shall ask, demand, or receive, any larger sum than he or they may be entitled to receive as aforesaid, under the penalty of \$10 for every such offence.

§ Complaints of any violation of the Hackney Coach or Cab Law, can be made at the Mayor's Office, City Hall, or at the office of the Chief of Police, Park.

RAILROADS IN THE EASTERN STATES,
Finished, or in progress of construction, December, 1845.

NAME OF RAILROADS.	FROM	TO	MILES.
Bangor and Oldtown.	Bangor, Me.	Oldtown, Me.	12
Atlantic and St. Lawrence,	Portland, Me.	Montreal, Can.	
Portland, Saco, and Portsmouth,	“ “	Portsmouth, N. H.	51
Eastern,	Portsmouth,	Boston.	54
Marblehead Br'ch, }	Salem, Mass.	Marblehead.	4
Gloucester Branch, }	Beverly “	Gloucester.	12
Boston & Maine, }	S. Berwick, Me.	Wilmington, Mass.	56
Extension do. }	Wilmington, Mass.	Boston.	17
Great Falls Branch, }	Somersworth, N. H.	Great Falls Village.	3
Nashua and Lowell, .	Lowell, Mass.	Nashua, N. H.	15
Concord,	Nashua,	Concord.	35
Northern,	Concord,	Conn. River.	63
Central,	Conn. River,	Burlington, Vt.	97
Boston and Lowell, }	Boston,	Lowell.	26
Woburn Branch, }	South Woburn,	Woburn Centre.	2
Fitchburg, }	Charlestown, Mass.	Fitchburg.	50
Charlestown Br'ch, }	“ “	Fresh & Spot Ponds.	6
Lexington and West Cambridge,	Lexington, “	West Cambridge.	7
Vermont and Mass.,	Fitchburg, “	Brattleboro', Vt.	65
Cheshire,	Fitzwilliam, N. H.	Conn. River.	
Champlain & Conn. River,	Conn. River,	Burlington, Vt.	
Old Colony,	Boston,	Plymouth, Mass.	37
Quincy,	Quincy	Neponset River.	3
Boston and Providence,	Boston,	Providence.	42
Dedham Branch, }	B. & P. R. R.	Dedham.	2
Stoughton “ }	Canton, Mass.	Stoughton.	4
Taunton “ }	Mansfield, Mass.	Taunton.	11
N. Bedford & Taunton,	Taunton, “	New Bedford.	20
Fall River,	Myrick's, “	Fall River.	14
Providence and Stonington,	Providence, R. I.	Stonington, Conn.	47
Boston & Worcester }	Boston,	Worcester,	44
Millbury Branch, }	B. & W. R. R.	Millbury.	4
Norwich & Worcester	Worcester, Mass.	Allyn's Point, Ct.	66
Western,	“ “	N. Y. State Line.	118
Worcester & Nashua,	Worcester,	Nashua,	
Prov. & Worcester, .	Providence,	Worcester,	
Connecticut River, .	Springfield	Greenfield.	36
Chicopee Branch, .	Conn. River R. R.	Chicopee Falls,	2
Berkshire,	Conn. State Line,	West Stockbridge.	23
West Stockbridge, .	West Stockbridge,	N. Y. State Line.	3
Housatonic,	Bridgeport, Conn.	Mass. State Line.	74
N. Haven & Hartford,	New Haven,	Hartford.	36
Hartford & Springfield	Hartford,	Springfield.	25

Total miles carried out, 1186

RAILROADS IN THE STATE OF NEW YORK—1845.

NAME.	FROM	TO	MILES.
Albany & W. Stock-bridge,	Albany,	N. Y. State Line.	38
Hudson & Berkshire,	Hudson,	" "	31
Long Island, }	Brooklyn,	Greenport.	96
Hempstead Branch }	Long Island R. R.	Hempstead.	2½
N. York and Erie.* }	Piermont,	Dunkirk.	451
Newburgh Branch, }	N. Y. & Erie R. R.	Newburgh.	
New York & Harlem,	New York,	White Plains.	26
Troy & Greenbush, .	Greenbush,	Troy.	6
Hudson River,	New York,	Albany,	
Rensselaer & Saratoga	Troy,	Ballston Spa.	24
Saratoga & Washing- ton,	Saratoga Springs,	Whitehall.	40
Saratoga & Schenec- tady,	Schenectady,	Saratoga Springs.	22
Schenectady & Troy,	Troy,	Schenectady.	20½
Mohawk & Hudson, .	Albany,	"	17
Utica & Schenectady	Schenectady,	Utica.	78
Syracuse & Utica, ..	Utica,	Syracuse.	53
Auburn & Syracuse,	Syracuse,	Auburn.	26
Skaneateles Branch,	A. & S. R. R.	Skaneateles.	5
Auburn & Rochester,	Auburn,	Rochester.	73
Tonawanda,	Buffalo,	Attica.	43
Attica and Buffalo, ..	Attica,	Buffalo.	31
Buffalo and Black Rock,	Buffalo,	Black Rock.	3
Buffalo and Niagara Falls,	"	Niagara Falls.	22
Lewiston,	Lockport R. R.	Lewiston.	3
Lockport and Niagara Falls,	Lockport,	Niagara Falls.	24
Ithaca and Owego, ..	Ithaca,	Owego.	29
Blossburg & Corning,	Corning,	Blossburg, Pa.	40
Oswego & Syracuse,	Oswego,	Syracuse.	
Northern,	Plattsburgh,	Ogdensburgh.	

Total miles carried out,..... 1209

* Fifty-three miles of this work, extending from Piermont to Middletown, Orange county, is finished and in operation. This important work is divided into five divisions,—the Eastern, Delaware, Central, Susquehanna, and Western Divisions. By a Report made in 1844, it appears that \$4,762,435 had been expended, of which \$1,890,350 was expended on the Eastern Division.

RAILROADS IN THE MIDDLE STATES—1845.

NAME.	FROM	TO	MILES.
Paterson & Hudson,	Jersey City	Paterson, N. J.	16
Camden & Aniboy, }	South Amboy,	Camden, "	61
Trenton Branch, }	Bordentown,	Trenton, "	8
Jobstown " }	Craft's Creek, "	Jobstown, "	13
Camden & Woodbury	Camden,	Woodbury, "	9
New Jersey,.....	Jersey City,	N. Brunswick, N. J.	30
Trenton & N. Brunswick,	New Brunswick,	Trenton, "	29
Morris and Essex,..	Newark,	Morristown, "	22
Elizabethtown and Somerville,	Elizabethport,	Somerville, "	26
Philadelphia & Trenton,	Philadelphia,	Trenton, "	28
Columbia,	"	Columbia, Pa.	82
West Chester,	Columbia R. R.	West Chester, "	10
Harrisburg & Lancaster,	Lancaster,	Harrisburg, "	36
Cumberland Valley,.	Harrisburg,	Chambersburg "	50
Franklin,	Chambersburg,	Williamsport, Md.	30
Allegany Portage,..	Hollidaysburg,	Johnstown, Pa.	36
York & Wrightsville.	York,	Wrightsville, "	13
York and Maryland Line,	"	Maryland Line.	21
Phila., Germantown, & Norristown,	Philadelphia,	Norristown, Pa.	21
Bear Mountain,	Dauphin,	Bearmont,	28
Phila. & Pottsville,..	Philadelphia,	Pottsville, Pa.	93
Dansville & Pottsville	Pottsville,	Sunbury, "	51
Little Schuylkill,....	Port Clinton,	Tamaqua, "	23
Schuylkill Valley, ..	Port Carbon,	Tuscarora, "	10
Mauch Chunk,	Mauch Chunk,	Coal Mines, "	9
Lehigh and Susquehanna,	Whitehaven,	Wilkesbarre, "	20
Williamsport & Elm.	Williamsport,	Elmira, N. Y.	
Carbondale & Honesdale,	Honesdale,	Carbondale, Pa.	17
Beaver Meadow,....	Parryville,	Coal Mine, "	26
Mine Hill,	Schuylkill Haven,	Mine Hill Gap.	20
Phila., Wilmington, & Baltimore,	Philadelphia,	Baltimore.	97
New Castle and Frenchtown,	New Castle, Del.	Frenchtown, Md.	16
Baltimore & Ohio, ..	Baltimore,	Cumberland, "	178
Washington Branch,	Relay House,	Washington, D. C.	32
Baltimore & Susquehanna,	Baltimore,	Penn. State Line.	36
Annapolis and Elkridge,	Annapolis,	Washington R. R.	21

Total miles carried out,..... 1218

NOTE.—There are a number of other short Railroads in Pennsylvania, leading to the Coal Mines.

ITINERARY THROUGH THE UNITED STATES.

1. From Boston to Portland, Me., (railroad route,) 105 miles; from Portland to Eastport, (stage route,) 243 miles; from Portland to Augusta, do., 55 miles; from Augusta to Bangor, do., 68 miles; from Bangor to Houlton, do., 127 miles. Total, Portland to Houlton, 250 mls.

2. From Boston to Concord, N. H., (railroad route,) 76 miles; from C. to Burlington, Vt., (stage route,) 142 miles; from B. to Montreal, (steamboat and railroad,) 99 miles. Total, Boston to Montreal, 317 mls.

3. From Boston to Fitchburg, Mass., (railroad route,) 50 miles; from F. to Burlington, (stage route,) 180 miles; from B. to Plattsburgh, (steamboat route,) 25 miles; from P. to Ogdensburgh, N. Y., (pro. railroad route,) 120 miles. Total, from Boston to Ogdensburgh, 375 miles.

4. From Boston to Albany, N. Y., (railroad route,) 290 miles; from A. to Buffalo, do., 326 miles; from B. to Detroit, (steamboat route,) 327 miles; from D. to St. Joseph's, (railroad route,) 260 miles; from St. J. to Chicago, (steamboat route,) 65 miles; from C. to St. Louis, 327 miles. Total, from Boston to St. Louis, 1,465 miles.

5. From Boston to New York, (railroad and steamboat route,) 214 miles; from N. Y. to Philadelphia, (railroad route,) 88 miles; from P. to Baltimore, do., 97 miles; from B. to Washington, do., 49 miles; from W. to Richmond, Va., (steamboat and railroad route,) 128 miles; from R. to Wilmington, N. C., (railroad route,) 252 miles; from W. to Charleston, S. C., (steamboat route,) 175 miles; from C. to Augusta, Ga., (railroad route,) 137 miles; from A. to Atlanta, do., 172 miles; from Atlanta to Chehaw, Al., (stage route,) 126 miles; from C. to Montgomery, (railroad route,) 45 miles; from M. to Mobile, (stage route,) 290 miles; from M. to New Orleans, (steamboat route,) 175 miles. Total, from Boston to New Orleans, 1,849.

6. From New York to Albany, (steamboat route,) 145 miles; from A. to Whitehall, (railroad and stage route,) 72 miles; from W. to St. John's, Can., (steamboat route,) 150 miles; from St. J. to Montreal, 24 miles. Total, from New York to Montreal, 391 miles.

7. From New York to Buffalo, via Albany, (steamboat and railroad route,) 471 miles; from B. to Detroit, (steamboat route,) 327 miles; from D. to Mackinaw, do., 295 miles; from M. to Chicago, do., 380 miles. Total, from New York to Chicago, 1,473 miles.

8. From New York to Philadelphia, (railroad route,) 88 miles; from P. to Harrisburg, do., 107 miles; from H. to Pittsburg, (stage route,) 210 miles; from P. to Columbus, O., do., 167 miles; from C. to Indianapolis, Ind., do., 182 miles; from I. to St. Louis, do., 237 miles. Total, from New York to St. Louis, 991 miles.

9. From New York to Baltimore, (railroad route,) 185 miles; from B. to Cumberland, do., 178 miles; from C. to Wheeling, Va., (stage route,) 139 miles; from W. to Cincinnati, (steamboat route,) 392 miles; from C. Mouth Ohio river, do., 598 miles; from Mouth O. river to New Orleans, do., 1,040 miles. Total, from New York to New Orleans, 2,433 miles.

10. From Washington to Frederick, Md., (National road,) 43 miles; from F. to Cumberland, (B. & O. railroad,) 117 miles; from C. to Wheeling, (National road,) 130 miles; from W. to Columbus, O., do., 127 miles; from C. to Indianapolis, do., 182 miles; from I. to Vandalia, Il., 170 miles; from V. to St. Louis, 67 miles. Total, from Washington to St. Louis, 836 miles. From St. Louis to New Orleans, (steamboat route,) 1,212 miles.

TO TRAVELLERS AND EMIGRANTS.

J. DISTURNELL,

DEALER IN

MAPS, GUIDE BOOKS, STATISTICAL WORKS, &c. &c.

No. 102 Broadway,

BETWEEN PINE AND WALL STREETS,

NEW YORK,

Keeps a full assortment of the above articles, together with a collection of ENGRAVINGS, illustrative of AMERICAN SCENERY—all of which will be sold on reasonable terms, at wholesale or retail.

CITIZENS and STRANGERS are invited to call and examine his assortment of MAPS, GUIDE BOOKS, &c., before leaving the city on excursions of pleasure, or travels for health or business, as they can be furnished with publications relating to every section of the United States, Canada, Texas, Mexico, Guatemala, the West Indies, South America, Europe, Asia, and Africa—embracing every part of the world.

☞ SCHOOLS and LIBRARIES supplied with Maps and Statistical Works.

N. B.—THE PICTURESQUE TOURIST, being a GUIDE through the NORTHERN and EASTERN STATES, and CANADA, together with other publications of J. D.'s, useful to travellers, can be obtained at most of the Bookstores in the United States and Canada.

NEW YORK, *June*, 1846.

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